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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS.

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon	Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10	9.35	10.60	11.85	1.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10
Yau Ma Tei	Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	5.69	6.94	8.19	9.44	10.69	11.94	1.19	2.44	3.69	4.94	6.19	7.44	8.69	9.94	11.19
Shatin	Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	5.81	7.06	8.31	9.56	10.81	12.06	1.31	2.56	4.11	5.36	6.61	7.86	9.11	10.36	11.61
Tai Po	Dep.	7.13	8.38	10.03	11.28	12.53	2.18	3.43	4.68	5.93	7.18	8.43	9.68	10.93	12.18	1.43	3.08	4.33	5.58	6.83	8.08	9.33	10.58	11.83
Tai Po Market	Dep.	7.30	8.55	10.20	11.45	13.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	1.60	2.85	4.10	5.35	6.60	7.85	9.10	10.35	11.60
Fanning	Dep.	7.35	9.00	10.25	11.50	13.15	2.40	3.65	4.90	6.15	7.40	8.65	9.90	11.15	12.40	1.65	2.90	4.15	5.40	6.65	7.90	9.15	10.40	11.65
Shumshui	Dep.	7.41	9.06	10.31	11.56	13.21	2.46	3.71	4.96	6.21	7.46	8.71	9.96	11.21	12.46	1.71	2.96	4.21	5.46	6.71	7.96	9.21	10.46	11.71
Shumshui	Arr.	7.41	9.06	10.31	11.56	13.21	2.46	3.71	4.96	6.21	7.46	8.71	9.96	11.21	12.46	1.71	2.96	4.21	5.46	6.71	7.96	9.21	10.46	11.71
Canton	Arr.	11.50	1.15	2.40	3.65	4.90	6.15	7.40	8.65	9.90	11.15	12.40	1.65	2.90	4.15	5.40	6.65	7.90	9.15	10.40	11.65	12.90	1.15	2.40

DOWN TRAINS.

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton	Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10	9.35	10.60	11.85	1.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10
Shumshui	Dep.	7.18	8.43	10.08	11.33	12.58	2.13	3.38	4.63	5.88	7.13	8.38	9.63	10.88	12.13	1.38	2.63	3.88	5.13	6.38	7.63	8.88	10.13	11.38
Shumshui	Dep.	7.25	8.50	10.15	11.40	13.05	2.20	3.45	4.70	5.95	7.20	8.45	9.70	10.95	12.20	1.45	2.70	3.95	5.20	6.45	7.70	8.95	10.20	11.45
Fanning	Dep.	7.30	8.55	10.20	11.45	13.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35	1.60	2.85	4.10	5.35	6.60	7.85	9.10	10.35	11.60
Tai Po Market	Dep.	7.40	9.05	10.30	11.55	13.20	2.45	3.70	4.95	6.20	7.45	8.70	9.95	11.20	12.45	1.70	2.95	4.20	5.45	6.70	7.95	9.20	10.45	11.70
Tai Po	Dep.	7.44	9.09	10.34	11.59	13.24	2.49	3.74	4.99	6.24	7.49	8.74	9.99	11.24	12.49	1.74	3.00	4.25	5.50	6.75	8.00	9.25	10.50	11.75
Shatin	Dep.	7.57	9.22	10.47	12.12	13.37	2.62	3.87	5.12	6.37	7.62	8.87	10.12	11.37	12.62	1.97	3.22	4.47	5.72	6.97	8.22	9.47	10.72	11.97
Yau Ma Tei	Dep.	8.11	9.36	11.01	12.26	13.51	3.06	4.31	5.56	6.81	8.06	9.31	10.56	11.81	13.06	2.21	3.46	4.71	5.96	7.21	8.46	9.71	10.96	12.21
Kowloon	Arr.	8.17	9.42	11.07	12.32	13.57	3.07	4.32	5.57	6.82	8.07	9.32	10.57	11.82	13.07	2.27	3.52	4.77	6.02	7.27	8.52	9.77	11.02	12.27

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MISS MAUDE ROYDEN.

VIGOROUS DEFENCE OF AMERICANS.

"MOST GENEROUS PEOPLE ON EARTH."

London, April 26th.

Instead of being dollar worshippers, Americans are the most generous people on earth, according to Miss Maude Royden, the famous English woman evangelist, who has written to Albert Dawson of London, a remarkably frank letter of her impressions of America and the American people.

In her letter to Dawson, who is editor of the *Guildhouse Monthly*, the organ of the Fellowship Guild, of which Miss Royden is minister, she describes people she met and her impressions of the United States as far as west as Kansas City.

Of Detroit, she writes: "There is a great deal of unemployment in Detroit, largely owing to the 'turn-over' from the old to the new Ford car. Detroit people are very angry about it, as Mr. Ford (they say) accepts no responsibility for the out-of-work; but I suppose that he feels that he has done much more for the working men by paying them very high wages for a short time, than by organizing charity for them. I do not think there can be the slightest doubt that he is responsible for the belief, by now almost universal, here, the employers should pay the highest wages they can, and that it is 'good business' to do so. On the other hand there certainly is, at least, a terrible amount of distress in Detroit, and many out of work."

The New Ford.

Of the new Ford car she writes: "By a coincidence my host in Ann Arbor had one of the new Fords and I went for a drive in it. It is a marvellous little car. It is very difficult to get however, and there seems to be some hitch in the production. I hope it will come out all right, it deserves to. Before going to Detroit Miss Royden had been to Pittsburgh, where 'despite a London fog' she had a good meeting. 'But it was depressing to see in this land of wealth and hope' she writes 'the poverty and depression of the mining population. The coal strike here has lasted for 24 years. The mines are kept going largely by 'black-legs' (largely colored) labour, and collections are made up and down the United States to help the miners' families. It seems a hopeless position as there is no shortage of coal, and any amount of non-union labour, and the strike has lasted so long people are sick of it. I found Pittsburgh the first really 'distressed' city in America, but there are others and unemployment seems to be increasing."

In Chicago.

"In the evening I spoke at 'People's Church' on 'Can America and England be Friends.' It went 800 and was crammed. I cannot tell you what a thrill it gave me to speak for England in Chicago, nor what a magnificent response the audience gave. At another Chicago meeting Jane Adams of Hull House introduced her. 'She told me afterwards she had been rebuked for not introducing me as the daughter of a baronet; but I think I shall not ever want for any other introduction than that I am her friend. I guess that ought to get me into heaven all right.'

A "Billy Sunday Revival."

In St. Louis: "On Sunday I preached twice in the Cathedral. Billy Sunday was finishing up a terrific 'revival' that Sunday, and I had decided to preach on 'Spiritual Revival' in the morning. When I heard about Billy Sunday I suggested choosing another subject."

"At both services there was a great crowd and the Dean insisted on sending a special gift to the Guildhouse for fear he should be making money out of me. Americans do not worship the dollar, whatever cynics may say. They are the most generous people on earth." Concluding her letter Miss Royden writes: "I cannot bear my English friends to think that because a few hysterical people have tried to silence me, they or their attitude are typical of America. There are fools in all countries and we are not without either fools or Pharisees in Great Britain; but for (Continued at foot of next column.)

DEVOTED SON'S CRIME.

CONFESSION OF HERR "N."

TO SAVE HIS MOTHER AGONY.

HER PLEA FOR DEATH.

Berlin.

A young man, whose identity is very properly concealed under an initial, has let it be known that he gave his mother poison in order to save her from the protracted suffering of an incurable disease.

This Herr N., a dentist's apprentice, lived with his father, mother, and sister in a Berlin suburb. He was devoted to his mother, and either he or his sister kept constant watch at her bedside and endeavoured to relieve her sufferings.

These became so terrible that she begged her son to poison her and put out of her misery. He could not make up his mind to obey, but at last went to a doctor, who gave him the poison, and who might, or might not, have known what he was going to do.

One morning last June, after his mother had suffered a night of agony, the son dissolved the poison in a cup and gave it to her. Seven hours later she died.

Only her son knew of the poison. He appeared inconsolable. Nothing lifted him from the terrible depression which possessed him and nobody could bring him any relief. Once he tried to kill himself by turning on the gas in his room.

To relieve his mind he told many people in general terms of what he had done, any one of them, a servant, went to the police.

Herr N., when the police sought him, told them exactly what had happened.

The matter will have to be examined by a court of law, but the young man has not been arrested because there is no likelihood of his trying to escape trial.

RUSH TO GRETNA GREEN.

NINE MARRIAGES IN A WEEK.

GRETNA GREEN, April 13th.

There have been nine marriages at the Gretna Green blacksmith's forge within the last six days.

Most people imagine that Gretna Green marriages ended with the passing of the Marriage Act in 1856, which made it compulsory for one of the parties to have been resident in Scotland for twenty-one days before the ceremony. Although the Act stopped runaway elopements, marriages at Gretna Green have still continued from time to time on the legal basis. The village lies out of the way of the main railway traffic, but it is on the high road to Scotland, and to motoring tourists it has become a favourite halting-place. Americans are especially keen to see it.

AIR SICKNESS.

OXYGEN INHALATION AS A PREVENTIVE.

THE HAGUE.

A new preventive against air sickness is being tested by the Dutch air lines.

It involves the inhalation of oxygen, which if done for six minutes will prevent sickness for about six hours.

It is stated that no inconvenience or discomfort is experienced by those who undergo the treatment.

K.C. ASKS FOR BIGGER FINE.

Mr. W. H. Upjohn, K.C., defended his son, Gerald Ritchie Upjohn, a law student, who was summoned at Lynton, Hampshire, for driving a motor-car at a dangerous speed.

When a fine of 21 was imposed Mr. Upjohn asked the bench to increase it 25s. so that he could enter an appeal. The Bench increased the fine accordingly.

kindness and generosity this country has no equal. I believe that again and again the crowds that have come to hear me have done so because they hate to see anyone unfairly attacked, and want all the more to give me a hearing because they have been told I am not to be heard."—*United Press.*

DIARY OF EVENTS.

To-day.
(May 16th.)

Regation Day.
Property Sale: China Auction Rooms, 3 p.m.

Chinese Estates, Limited, 5th ordinary yearly meeting, noon.

Queen's Theatre: "Sorrel and Son."

World Theatre: "Footloose Widows" at 6.15 and 9.30, at 2.30 and 7.15. "Lock Young Bridge."

Star Theatre: "The Lighthouse by the Sea."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Patriot), 10.30 a.m.

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The best
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for Scotch
whisky is
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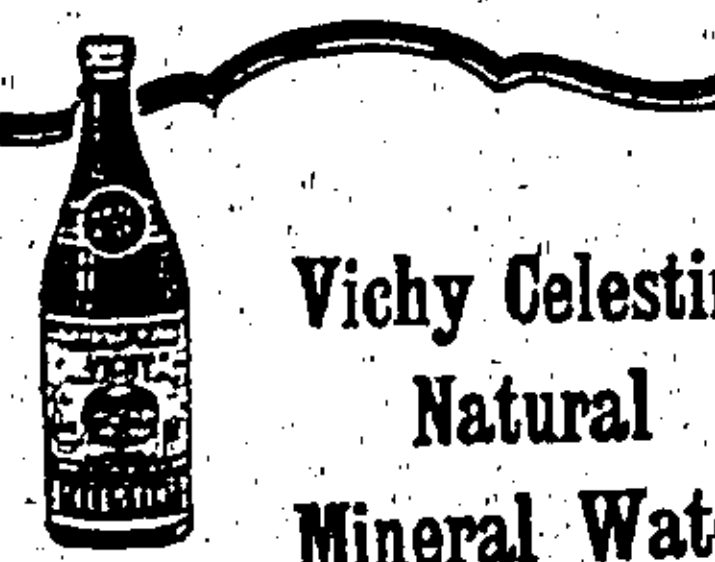
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keep a box in the house.
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Mineral Water

It gives zest to the appetite
and helps one to enjoy the
pleasures of the table.

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ANOTHER VICTORIAN AGE IN SIGHT?

WE CAN'T BE DARING FOR EVER.

A NEW PURITANISM ON THE WAY.

DARK PROSPECT WITH A GLEAM OF HOPE.

[By JAMES LAVER.]

Writing in the "Evening Standard" Mr. James Laver suggests the possibility of a Puritan Revival. We are not, he shows, more emancipated than the men and women of French Revolution and Regency Times.

The ladies of 1800, going about in their single garment of transparent muslin, with short hair and few prejudices, rejoicing in the French Revolution and fancying themselves emancipated, little recked of the Victorian Age which was to come after them. They did not foresee that in thirty years time the stays which they had cast off so joyfully would be clasping unmercifully the delicate bodies of their daughters, and the voluminous skirts which they had discarded would be enfolding the limbs of the next generation in yet more ample folds. Perhaps when the time came they did not care. Rebellious daughters are apt to make stern mothers, and one fortunate generation in three seems to taste both the delights of an independent youth and the pleasures of a dictatorial old age.

Napoleon himself forgot that he had been a revolutionary, and the reaction which he set on foot was only confirmed and strengthened by the restoration of the Bourbons. Louis ascended once more the throne of France, and Prudence resumed control of feminine fashions. From the era of mock modesty which ended the release is recent enough to be remembered by all but the youngest of us. It was not only our grandmothers, but our mothers, too, who had taper waists, and had to lift their skirts before crossing the street. The knee-long garments of to-day are less than a decade old.

Shall We Grow Prudish?

Of course, we look upon ourselves as the children of Enlightenment, but so did the ladies of 1800. We swear that we can never go back to long skirts and long hair, but so did they. Is it possible that we, too, are mistaken? What if another Victorian Age should be almost upon us? Shall we, too, grow prudish, delicate, and shrinking? Shall we faint upon sofas, and sacrifice to the Moloch Modesty even the fruits of our own common sense?

The danger is not so remote as might be imagined. There is always a mass of middle-aged opinion (middle-aged in both senses) to cry out that the world is going to the devil, to think that young people were never so wicked as they are to-day. We are, indeed, by the standards of almost any other age than our own, an immoral lot. The plays we see, the books we read, the things our flappers say would make even the light ladies of the nineteenth century shudder in their coffins. To swear like a flapper may soon become the accepted substitute for the older phrase, and we must all have heard stories "from the lips of innocence" which would formerly have been in place in smoking-rooms only.

A Reaction Coming.

Then tobacco! We smoke prodigiously, and have completely forgotten that King Edward VII. when he was Prince of Wales, did not dare to smoke in his own room at Windsor, but waited until every one had gone to bed before puffing his cigar carefully up the chimney. Now that everybody smokes everywhere, and all the time, there is bound to be a reaction.

Our books! Everyone will admit that the novels of today are preoccupied with sex, especially the novels written by members of what used to be called "The Sex" because the word could never be mentioned in its presence. The women writers of the Restoration, Mrs. Aphra Behn, revelled in the free speaking of the time, but Addison arose to rebuke them, and the age of Charles II. went into disgrace for two hundred years, in spite of the ingenious defence of Charles Lamb.

CHARGE AGAINST AN ACTOR.

LUNACY SUGGESTION FOLLOWS A CHECK-ACCUSATION.

LOS ANGELES. Mr. Norman Trevor, the English actor, is being held under observation here on suspicion of insanity. Mr. H. B. Warner, a lifelong friend, states that Mr. Trevor is suffering from the delusion that he is wealthy. Mr. Trevor, who has made his home in the United States for several years now, was born in Calcutta in 1877. Mr. Trevor was charged by detectives with depositing a cheque for

Is there another Age of Addison coming, when all our witty women novelists will be looked upon as so many perverters of innocence, when the novel itself will be banned from decent houses as it was banned in our grandfathers' time? Will the stage of to-day be considered too filthy to touch?

Religion itself as an inspiration, as an ideal, is always with us, but as a system of taboos, as an excuse for tormenting the young, and harassing the indigent we have happily shaken its yoke from our necks. To-day we are not religious enough, even to satisfy ourselves. Will some far-seeing prophet take advantage of that to plunge us once more in all the horrors of a religious revival?

Those Short Skirts.

One hopes not, and yet there is a distinct danger of something of the kind happening. One cannot go on being daring for ever. Very soon there is nothing more to be daring about; and perhaps we should not even enjoy our liberty if we had not just escaped from school. There is a limit to the shortness of skirts, and when they have become as short as they can there is nothing for it but for them to grow longer again.

Action and reaction seem to be the law of existence. The pendulum is the universal symbol, and nothing is anything except by contrast. Why did the people of the early nineteenth century go back into bondage? Did they feel with Wordsworth:

Me this unchartered freedom
I feel the weight of chance
desires,
My hopes no more must change
their name;

I long for a repose which ever is the same. Perhaps they did, and so they turned from Napoleon to the Holy Alliance, from *Directoire* *décolletage* to high-necked bodices, from semi-nudity to a multiplicity of petticoats, from the slippery slope of too much liberty to the "decline" of too much coddling.

Is that going to be our fate? Will the unfortunate young women of the next generation be compelled to wear skirts down to the ground? Will they have to sit at home on Sunday, reading "Good Words," instead of joy-riding over the countryside on the million of a motor-cycle? Will dancing be shorn of its frankness and its jazz, and will the chaparrons yawn once more in rows the full length of every ball-room?

Tennis—Or Croquet In A Bustle. Let no one think this is a fanciful picture! It has happened once: it may easily happen again. A new Puritanism, a new Prudery is on its way, and even the writer of so innocent a warning as this may one day be classed among the "immoral authors of the Georgian period."

In this dark prospect there is one gleam of hope—tennis, and the games like it. The girls of the early nineteenth century were recaptured and thrust back into corsets because they had not developed their abdominal muscles. Had they played games hard for a decade they could not have been so easily crushed. They wore flimsy skirts, but as they had no particular use to put their legs to their legs were banished, not only from sight, but from decent speech, for more than a century.

Play tennis in a hurry and you may never be made to play croquet in a bustle. The influence of games found and salutary. Long may it continue! Who knows! We might put off the coming Victorian Age for ever.

200 dollars (\$20) in a Los Angeles bank and then issuing cheques for a much greater amount. He was brought before the court and remanded on bail.

Mr. Warner afterwards made a sworn lunacy complaint against his friend.

Should Trevor be found insane it is Mr. Warner's intention to ask to be allowed to place his friend in a private sanatorium for treatment.

Norman Trevor, who was born and educated in Calcutta, is 51 years old. He started business life in the job trade. Settling in England in 1906, he made his first appearance on the stage at the Apollo Theatre two years later in the production of "The Stronger Sex." He has won over 120 prizes for athletics.

SCREEN-STRUCK WOMEN.

DAZZLED BY "THE STARS."

[By IRIS BARRY.]

Apparently not less than one-tenth of the total population of England longs to act for the films. It is perhaps natural that a few good-looking young people who have received expert assurance that they do actually screen well, who display definite acting ability, and who have sufficient private means to last over five years of initial effort should consider cinema acting as a possible career, however small the chances of success may be. There are not more than two or three hundred screen players of any real importance, after all, in the world, and there probably never will be.

But it is not only such people who pine to face the camera. Many whom common sense should forbid even a visit to a "still" photographer blithely send in their pictures—protruding teeth, unshapely faces, and worse figures notwithstanding—to agents and studios, confidently asking for a chance. When numbers of handsome people in the strange studio lights become photographically repellent, what hope can the positively plain have?

These unfortunate folk are dazzled by hearing of the large salaries and luxurious homes of the few film stars at the top of their profession. They forget that most film actors are mere "extras," who, if fortunate, earn a pound a day now and then and are expected to look smart on it. Yet the screen-struck include Civil Servants who would abandon future pensions, clergymen who would forsake their callings, mothers of families who would leave everything, sedate, middle-aged folk.

Mary Pickford's Early Struggle. Publicity is another lure. There are those who crave the celebrity which greets any newcomer to the screen. Others yearn, with a peculiar form of vanity, just to see themselves acting. Yet such as have happened to appear in the Pathé Pictorial or Gaumont Graphic know, to their confusion, what a disillusionment this may be.

It may be urged that even Mary Pickford rose from nothing. But she for many years slugged in a theatrical touring company, dressed standing on a soap box because her room was ankle-deep in water, suffered hungry days, hard work, more hard work. And she had screen looks, talent, unique personality, and brains, a business instinct, an iron will, experience—and luck!

To aspire to emulate her is to aspire to emulate an Edison or a Melba. To hope to make a good living by screen acting is, for all but one in every ten thousand, mere folly, and quite frequently folly backed by conceit.—Daily Mail.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

MAR 16TH, 1928.	
B.K. Bank	1,267 1/2 buy, 1,265 1/2 sell.
Do, London	213 1/2 nom.
Chartered Bank	221 1/2 buy, 220 1/2 sell.
Mercantile Bank A. & C.	233 1/2 nom.
Do, U.S.	214 1/2 buy, 213 1/2 sell.
P. & O. Bank	227 1/2 nom.
East Asia Bank	216 nom.
Central Assurance	250 sel.
Union Assurance	246 nom.
North China Ins.	14 1/2 buy, 14 1/2 sell.
Yong-Tong Insurance	247 buy.
China Underwriters	22 1/2 nom.
China Fire Insurance	220 buy.
Hong Kong Fire Ins.	270 nom.
Dooglass	224 buy.
L.K. Steamboats	224 buy.
Indo-China (Frst.)	227 buy.
Do, (Del.)	278 nom.
Shell Transport	29 1/2 nom.
Waterbury	220 nom.
Benguet	211 nom.
Kailash Mining Ad.	20 buy.
Langkai (on bond)	12 1/2 nom.
Do, (single)	12 1/2 nom.
S'hai. Explorations	215 nom.
Shanghai Loans	214 nom.
Reunio	24 nom.
Tonghai Mines	17 1/2 nom.
H.K. & K. Wharves	229 1/2 buy.
H.K. & W. Docks	242 sel.
China Provident	254 sel.
Hongkong	214 1/2 buy.
New Singapore	214 1/2 buy.
Shanghai Docks	210 buy.
Two Cottons	214 1/2 buy.
Oriental Cottons	214 1/2 buy.
S'hai. Cottons (old)	214 1/2 sel.
Do, (new)	214 1/2 sel.
H.K. & W. Hotels	233 1/2 buy, 233 1/2 sell.
H.K. Lands	224 buy, 224 sel.
Shanghai Lands	214 1/2 buy.
Hampshire Estates	214 nom.
H.K. Real Estate	214 nom.
H.K. Tramways	224 sel.
Park Trams (old)	212 buy.
Do, (new)	212 nom.
S'hai. Fertiliser	224 nom.
China Lights (old)	214 1/2 sel.
Do, (new)	214 1/2 sel.
H.K. Electric	224 buy.
Macao Electric	224 buy.
Telephone	224 buy.
China Buses	214 1/2 buy.
Singapore Tramways	214 1/2 buy.
China Sugars	214 1/2 sel.

(Continued on next column.)



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[A.P. 27]

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[A.P. 27]

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[A.P.S.]

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THE PEAK CHURCH.

ANNUAL COMMITTEE MEETING.

FEES TO CLERGYMEN AND
FOR WEDDINGS.

At the annual general meeting of the Peak Church held yesterday in the Cathedral Hall the questions of fees to be paid by the Committee to clergymen officiating in the Church was thoroughly thrashed out. It was finally decided that a fee of \$5 was to be paid to any clergyman officiating at any of the usual services in the Peak Church.

The question of the fees to be charged for weddings at the Peak Church was also discussed at some length a decision being arrived at that the charge was to be \$5 to the treasurer of the Church, \$2 to the church cooler, and the amount of the honorarium to the officiating clergyman is to be arranged between him and the bridegroom.

Mr. W. L. Pattenden was in the chair, others present being the Right Rev. the Bishop of Victoria, the Very Rev. the Dean (the Rev. A. Swann), Lady Pollock, His Honour Mr. P. J. Jacks and Mrs. Jacks, Colonel and Mrs. H. G. Riley, the Rev. J. Kirk Macdonald, Mr. J. W. C. Bonnar and Dr. J. H. Sanders.

The Balance Sheet.

The proceedings were opened by a short prayer by the Rev. J. Kirk Macdonald. Col. H. G. Riley (Hon. Treasurer) proposing the adoption of the balance sheet, said that the deficit of \$250 was accounted for by the fact that while the whole of the expenses entailed by the memorial window to Mr. and Mrs. Bowdler had been met, the sale of the Straits was loan had not been completed at the time when the balance sheet was made up. No payments had been made up any clergy this year. The accounts were passed on the proposition of Colonel H. G. Riley, seconded by Dr. J. H. Sanders.

Secretary's Report.

The Very Rev. the Dean (Hon. Secretary) read his report as follows:—

SERVICES.—During the past year there has been Holy Communion in the Peak Church every Sunday at 8.15 a.m.

COMMITTEE.—Two meetings of the Committee have been held. Licent. Col. H. G. Riley has taken the place of Mr. D. E. G. Nicholson as Hon. Treasurer, and Mrs. Riley was elected on to the Committee in place of Mrs. Wood.

At the Committee meeting on January 27th, 1928, a resolution of appreciation of the Rev. H. Copley Moyle's long services as Hon. Secretary was unanimously adopted. I suggest that this meeting endorse the Committee's action in this respect.

Dean Swan was elected Hon. Secretary.

MEMORIAL WINDOW.—The window to be placed in the Church in memory of the late Mr. and Mrs. Bowdler will shortly be installed. It was dispatched from England on April 16th. The contractor has been instructed to be ready to fit it as soon as it arrives. The maker's account of £200 has been paid.

VESTRY FLOOR.—In the middle of March, through a beam falling from the roof of the Vestry, it was discovered that white ants had been at work in it. Since the condition of the roof was critical Dr. Sanders, at the Secretary's request, consulted the Church Architects, Messrs. Denison, Ram & Gibbs, who, after examination, advised that a concrete roof be substituted for the present one, and estimated \$250 as the cost of doing so. This, Dr. Sanders, therefore, kindly met the architects again, and a result has had the present roof repaired effectively for \$25. The roof is now sound. I hope that the meeting will approve of the work having been done in this way.

Wedding Fees.

The Secretary announced that he had circulated an appeal to the Committee to sanction the fee of \$32 being charged for weddings in the Peak Church as was the custom in the Cathedral, the \$32 to be allocated in the same fashion; \$25 to the officiating priest, \$5 for the treasury of the Church and \$2 for the church cooler.

The Rev. J. Kirk Macdonald disagreed on the ground that a poor man could not always afford \$32 and equally the clergyman often did not wish to take a fee. Dr. Sanders suggested that the fee should be fixed at \$7—\$5 for the Church and \$2 for the cooler, leaving the question of the clergyman's fee for the parties to decide. His Honour Mr. P. J. Jacks enquired what was the cathedral rule.

The Bishop of Victoria suggested that it might be said that the fee was ordinarily \$32, but that this sum should be reduced at the clergyman's discretion, at the same time it was decided to enter in the minutes that the fee was \$5 for the Church, \$2 for the cooler, and that it was usual but not compulsory for the officiating priest to have an honorarium of \$25.

(Continued on next Column.)

PEER AND "VICAR-BAITERS."

LORD ST. AUDRIES'S
OUTBURST.

MODERATE CHURCHMEN AND
ALLEGED ROMISH
PRACTICES.

Everybody in the little Somerset village of Stogursey is discussing, says a Home paper, the remarkable outburst at the crowded parochial meeting there by Lord St. Audries, who said he had never seen a more unchristian gathering in the whole of his life.

"All some of you come here for," he exclaimed to the parishioners, "is to bait the vicar. The vicar is a woman not on the parochial electoral roll that unless she left, he would. The woman—protesting that she had been treated scandalously"—left.

Mr. Oswald Clements, people's warden, who had an argument with the vicar at the meeting over the constitution of the roll, said that there had been differences during the last two years between many of the parishioners and the vicar, the Rev. Basil R. Tucker.

Vestment Objection.

A year ago Mr. Clements objected to the wearing by the vicar of an embroidered cope. This, Mr. Clements described as a Romish vestment.

"The vicar," he said, "is an extreme Anglo-Catholic, and he is supported by Lord St. Audries, who is vicar's warden in Stogursey. Most of the people in Stogursey are moderate church people. They object to what they consider are vicar's Romish practices."

Mr. Tucker is said to be a very outspoken preacher, and some of his utterances appear to have been resented by parishioners.

Mrs. Brown, the woman who left the meeting, declared that the vicar tried to make children bow to the altar before taking their seats, and that he attempted to introduce the confessional.

CINEMA NEWS.

SORRELL AND SON.

Sorrell and Son which is to be shown at the Queen's to-day until Saturday, has been directed by Herbert Brenon who was responsible for "Beau Geste" and "Peter Pan." The story of the British officer who sacrificed everything for his son has been adapted from a novel of the same name by Warwick Deering. Among the cast H. B. Warner as Captain Sorrell and Anna Q. Nilsson as his wife.

Owing to the length of the film, the performances will be promptly each day at 2.30, 5, 7.15 and 9.30.

SUICIDE RATHER THAN DOLE.

In recording a verdict of Suicide while of Unsound Mind at a Lambeth inquest on Charles Hedgecock, aged 58, a house painter, of Ackerman-road, Brixton, who cut his throat with a razor in Kennington Park, the coroner, Mr. Oddie, said it was a case of a good workman who had been persecuted by bad health.

Hedgecock, he added, was a self-respecting, self-supporting man who disliked the dole and parish relief because he felt he was not earning it.

Mr. Oddie gave the widow, who is left without means, £1 out of his poor box.

Fee For Taking Services.

The question of the fee of \$5 which has been paid to clergymen officiating at the Peak Church was fully discussed. It has been assumed that this sum was to cover the travelling expenses of any clergyman coming from the lower levels, but the Dean pointed out that no case could be made.

The Bishop of Victoria thought it well to have a definite fee for clergymen taking services irrespective of where they lived, but the Rev. J. Kirk Macdonald delicately suggested that the fee might induce certain clergy to hold extra services, and at the same time others might be unwilling to accept any fee for conducting one of the usual services. It was decided after considerable argument that the sum of \$5 be paid to any clergyman who takes one of the customary services in the Peak Church.

Election Of Committee.

On the proposition of Mr. Bonnar, seconded by Mr. Jacks, the Committee were re-elected as follows:—Mr. Jacks, Mr. Pattenden, Mr. Bonnar (trustees), the Right Rev. the Bishop, the Very Rev. Dean Swann, the Rev. J. Kirk Macdonald, Sir Henry Pollock, Mrs. Pollock, Col. Riley (Hon. Treasurer).

Dr. J. Herbert Sanders proposed and the Rev. J. Kirk Macdonald seconded, that the beams of the Church roof be tarred, and that the Church be closed for one Sunday for this purpose.

The Benediction pronounced by the Right Rev. the Bishop closed the proceedings.

WOMAN ROUTS BURGLARS.

DESPERATE FIGHT IN
BEDROOM.

BARFOOT CHASE IN
STREET.

A middle-aged woman pluckily went to her husband's assistance when he was violently attacked by three masked men who broke into the house. She beat off the intruders, and chased them in her nightclothes and bare feet for more than 200 yards.

The woman is Mrs. Jacobs, the wife of Mr. Gaskell Jacobs, managing director of "The Times" Publishing Co., who lives at 15, Park-square East, Regent's Park, N.W. Mrs. Jacobs, who is 50, was asleep in a bedroom on the first floor when he was awakened by a noise. Before he had time to realise what was happening he received a blow on the head and was stunned. He dimly realised that three men were in the room, one of whom held him down on the bed, while another laboured him with the spindle of a roller-towel holder.

Mrs. Jacobs's Story.

Although he fought desperately, Mr. Jacobs was overcome and in danger of being killed. His cries for help awakened Mrs. Jacobs, who was sleeping in an adjoining room with her young daughter.

Mrs. Jacobs, who is about 5ft. in height and sturdily built, rushed into her husband's room and fought the three men with such effect that they ran down the staircase and into the street. She chased them into Marylebone Road, where they disappeared.

Mrs. Jacobs told the story of her adventure to a reporter. She said:

"I was awakened soon after 5 o'clock by the shouts of men's voices, and having been to see 'Thunder in the Air' on Saturday night, I thought I was having a nightmare. I asked my daughter what was happening, and then I heard a voice, which I recognised as my husband's, say 'Take what you like, but for God's sake leave me alone. You are killing me.'"

In a flash I realised what was the matter and rushed into my husband's room. He was then on his feet beside the bed struggling with three men. The upper parts of their faces were covered with masks.

"I Want Mad."

My husband's face was bleeding, and he had bruises over his eye and on both cheeks. When I saw his position I went mad, and without thinking of the consequences rushed at his attackers, striking left and right as hard as I could.

The men were evidently surprised, and ran towards the door. I caught hold of the coat of one of the men, but he dragged me down the stairs with such violence that the nails of my fingers were torn. In the hall he broke away from me. The pavement was wet, but I was so annoyed that they had got away that I ran after them as far as Marylebone Road. My husband was badly knocked about and is suffering from shock. I acted automatically in defence of my husband.

Search For Safe Keys.

A brother of Mr. Jacobs, who was called to the house, said: "There is no doubt that Mrs. Jacobs's plucky struggle saved my brother's life. The bruises on his face show that he was beaten with great violence."

It is believed that the burglars entered the house by a basement door and were making a search for the keys of Mr. Jacobs's safe where jewellery and other valuables are kept. These keys are in Mr. Jacobs's room, and the thieves had not found them when he was disturbed.

WIDOW'S LOST BOY.

MYSTERY OF A ZULULAND TRIP.

Scotland Yard is searching for John Slater, aged 19, who lived with his widowed mother at Ratcliffe Cross-street, Stepney, E. In February last year he left home with a man named Francis Reginald Atkins Payne, ostensibly to take up employment on a cotton plantation in Zululand.

From that time his mother has heard nothing of him with the exception of a letter which she received a few weeks afterwards purporting to have been sent from Capetown. Her inquiries suggest that the man and boy did not leave England.

It is believed that the boy is posing as Payne's son. They were seen in the north of England last October, and Scotland Yard asks that any information about them should be given at any police station.

The boy is described as: Height 5ft. 11in., fresh complexion, round face, auburn hair, blue eyes, medium build, rather girlish-looking.

Payne is described as an engineer, aged about 46, height 5ft. 8in., rather large, bent nose, blue eyes, brown hair, high forehead, and square chin. He has a considerable knowledge of South Africa.

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HONGKONG

OIL IN WATER MYSTERY.

TWO HERTFORDSHIRE VIL-
LAGES DRINKING
MILK.

Every effort is being made to solve the mystery of the presence of oil in the water supply of the Hertfordshire village of Broxbourne, and in that of the neighbouring village of Wormley.

The well, 180ft. deep, from which the water is pumped and laid on to the houses, was inspected by the Hertfordshire medical officer, and in that of the neighbouring village of Wormley.

A burst barrel of oil. A leakage from the pumping machines. The work of a practical joker. Mr. T. B. Greenway, a parish councillor, of Wormley, said that paraffin oil came from their taps once before, about this time last year, and no one was able to find out the cause.

The Cambridge, the engineer, at the pumping station, characterised as absurd the suggestion that the oil had come from his machines. There was no leakage anywhere. "I've been here since 1905," he added, "and I simply cannot understand where the oil comes from."

Meanwhile the villagers are drinking milk and importing water in bottles from a neighbouring supply.

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CRITICISMS OF THE SANITARY BOARD.

DR. KOCH ON PREVALENT INFECTIOUS DISEASES.

PREVENTIVE MEASURES WOEFULLY NEGLECTED?

MORE ACTIVE METHODS NEEDED?

At the fortnightly meeting of the Sanitary Board held yesterday, Dr. W. V. M. Koch went into details of the various infectious diseases prevalent in the Colony, and criticized the measures adopted by the Authorities for preventing the spread of such diseases.

He described the sanitary measures now in force as inadequate and suggested that the Government should do much more than it does, especially by research, to safeguard the health of the public.

Summing up, Dr. Koch said: "The application of methods of preventing the diffusion of diseases have been woefully neglected in this Colony. The Authorities have adopted an attitude of apathetic acquiescence when it was their bounden duty to direct enquiry and research into the local conditions of infectious diseases."

Dr. Koch's motion that the Government should investigate and devise means for the prevention of prevalent infectious diseases was carried by three votes.

Those present at the meeting yesterday were Mr. W. J. Carrie (President), Mr. J. Watson (Secretary), Dr. W. V. M. Koch, Dr. G. W. Pope (M.O.H.), Dr. S. W. Tso, S. C. Ho, Dr. Fawcett, Mr. Wong Kwong Tin, the Hon. Mr. H. T. Crenay, C.B.E., Mr. R. A. C. North.

DR. KOCH.

Addressing the meeting Dr. Koch said:

"In bringing this Resolution forward for the consideration of the Board, I would like to emphasize that it does not mean to dictate methods of enquiry but merely to suggest them, and the reason that such a suggestion is required is that there is a number of problems in connection with the prevalence of what I may call everyday diseases of an infectious nature which need serious enquiry and that enquiry can only be directed and co-ordinated by the authorities. We know when an epidemic occurs of some of the water infectious diseases such as cerebro-spinal meningitis, pneumonia, plague or typhus fever, how the population becomes alarmed, the Authorities hastily devise steps to deal with it, and an expert is summoned or may be summoned generally in the decline of such epidemic, to investigate and advise. A real case of shutting the stable door after the horse has been stolen."

It is fortunate that there is this natural decline in all epidemics, for this Colony benefits by it—but it forgets that a recurrence may take place later and so is lulled into a false sense of security. And when the recurrence occurs, the Colony will be unprepared. When the epidemic of cerebro-spinal meningitis a few years ago was in its decline, an expert was lent by the Rockefeller Institute, Lieutenant Oltzky. He made certain suggestions. His report was duly received and duly pigeonholed—the epidemic pursued its usual course and declined as usual epidemics do and as far as I know nothing has been done—and Honour is satisfied."

Typhoid in the Colony.

Now there are many diseases in the Colony the prevalence of which might be diminished, if not suppressed. Take typhoid fever, for instance. According to the report of the Sanitary Department for 1923, there were 224 cases including 7 cases of Paratyphoid. I quote the annual prevalence: In 1917, 195 cases; in 1918, 349 cases; in 1919, 138 cases; in 1920, 132 cases; in 1921, 194 cases; in 1922, 188 cases; in 1923, 302 cases; in 1924, 253 cases; in 1925, 163 cases; in 1926, 204 cases.

Thus we see this disease occurs regularly throughout every year and in every year cases occur every month. In the absence of the disease in epidemic form we must acknowledge that this steady occurrence is disconcerting, and as we know the cause of the disease we cannot some effort be made to investigate its mode of spread. When there is a threatening of its assuming an epidemic form, or when some prominent personage has been attacked, the languishing interest is stirred, and wild guesses are made as to how the illness was contracted. The water is blamed, the milk is blamed, oysters are blamed, salads and fruits are blamed, but no investigation is made.

More Thorough Methods Needed.

The Sanitary Department steps in makes a few inquiries through its inspectors, and on termination of the case, disinfects the premises. Now this does not seem enough to me. The Colony supports a Sanitary Department and a well equipped Bacteriological Department. Why should not them, in collaboration, undertake an investigation into the method of spread which can be checked so easily if only it can be found how it spread? Why should the Medical Officer of Health be diverted from what I call his legitimate duties, such as investigation into the mode of spread of infectious diseases and be compelled to undertake the heartbreaking duties of a sanitary inspector, a clerk and a legal adviser? His time and energy should be usefully applied to research and the well-equipped Bacteriological Institute might also be assigned some of this work of investigation instead of rumbling contentedly along the rut of routine work.

Many years ago, that brilliant worker, Dr. Hunter, the Bacteriologist, was working on the subject of Infantile Typhoid, and the prevalence of Typhoid generally, but he unfortunately died and the work was lost. Prior to that I was with him in an investigation into the causation of Bacterioid by feeding experiments. I mention these facts to show that investigations can be made even when men are doing their routine work.

Another point I wish to bring forward is, what do the Authorities do when they have the results of an investigation placed before them? Lieutenant Oltzky made a detailed report on the epidemic of cerebro-spinal meningitis which he investigated and also made certain suggestions. Has anything been done? If not, why not? It is true we have not had another epidemic—we have been lucky when it comes it will find us unprepared and will take a heavy toll.

Malaria.

Now the subject of Malaria. We have had some illuminating figures regarding the prevalence of the disease. The numbers given do not obviously comprise all the cases of malaria which occurs. We might without exaggeration add one third to one half more. Many cases do not come under treatment, specially in the outer parts of the city and in the further parts of the Colony who are content to apply the ordinary treatment and even lie up for a day or two. One might say that the investigations into the subject of malaria are thoroughly worked out and that enough is known to guide us to initiate and carry out completely means of prevention. The newly appointed medical officers in the Government service are men who have passed through the School of Tropical medicine and have had experience of Tropical work—I would suggest that their services be utilized in work on this subject. In my opinion there seems no need for us what should be done. The men on the spot are quite competent to deal with the situation, provided they get the backing of the Authorities and are told off for the work.

But the question is, will the Authorities take action if they get the opinion of a malaria expert, or will the report be pigeonholed and forgotten. Years ago Dr. J. C. Thomson in the course of his daily labours undertook a research into the types of mosquitoes in the Colony. Later Dr. Macfarlane made more extensive researches when he was Assistant Medical Officer of Health in Kowloon and afterwards Government Bacteriologist. I emphasize that all this work was done in the midst of their daily routine. It remains for the Authorities to make use of it. "No mosquito, no Malaria" should be our slogan.

"When The Mosquito Is Exterminated."

When the mosquito is exterminated, malaria will disappear. We know how the mosquito can be got rid of—part of the campaign is being carried out. We are informed that so many thousands of aullahs have been trained in three years, that swamps have been reclaimed in Hong Kong and in Kowloon, but that paddy fields must remain potential breeding places for mosquitoes, and that building sites are inspected and that an experienced foreman and two coolies are constantly employed on anti-malarial work on this side of the harbour, another foreman and four coolies are similarly employed in Kowloon.

This is the answer of the Head of the Sanitary Department to my questions. What a naive way of dealing with so eminently preventable a disease as malaria. I venture to say that the few dollars expended on this work, carried out in this manner, might be saved to ward the gigantic expenditure of the projected Government Civil Hospital, for all the good it does. The work should be undertaken with greater zeal, with more pertinacity and not in this dilly-dallying slipshod way.

It costs money, it is true, but money is frittered away every day, and if a determined effort were made to deal with the subject there is no reason why we should not have the same success as in Australia and in Malaya. Look how Yellow fever was stamped out in the Panama Zone. I was acquainted with the

work and knew how the labourers died like flies. They could not dig graves quickly enough for the dead. That was in De Lesseps time. The Americans came in, they employed most stringent measures, sanitary measures, to which even the most refractory had to submit. The result was a Zone of health.

When some years ago I suggested measures for extensive dealing with the suppression of Malaria the then D.P.W., Mr. Perkins, acidly remarked that our work would have to be carried out in China. And why not if necessary? Our relations seem cordial enough.

Intestinal Complaints.

And now I would like to touch on another set of diseases of the intestinal tract, akin, I think, to the typhoid group. Quoting from the annual report for 1926 I find the following causes of death: Diarrhoea (undefined) 93, Enteritis 873, Gastro-enteritis 140, and Dyspepsia in children under two years including Typhoid and Food Atrophy 360—a total of 1,477. I am convinced that this heavy mortality is due to some infection, at any rate the matter is well worth the investigation. We should take a note, in this connection, of what goes on around us daily. The insanitary and unsanitary manner in which fresh food is exposed for sale in the markets, the offending manner in which the carcasses of pigs are piled in open carts or strung on the shoulder of perspiring coolies wearing unclean vests. The way bread is exposed for sale without any wrapping, and placed on ducks and cutfish are placed on the streets to dry, exposed to the dust and flies and getting an added flavour imparted by passing animals—surely all these are potential agencies of the spread of disease, and are within the province of the Sanitary Department to deal with. We may be told we should not interfere with established customs—but customs that may tend to spread diseases could surely be explained to the people and their co-operation enlisted. Many of these diseases must be spread by flies—yet in reply to my questions the Head of the Sanitary Board states that the routine work, for memorable and far reaching discoveries have been made by general practitioners. Koch, a general practitioner in the country, discovered the tubercle bacillus in the interval of his daily work. Manson, a general practitioner in Amoy discovered the Filaria Laveran, an Army surgeon discovered the malarial parasite and Ross, another Army surgeon worked out its conveyance by the mosquito and so on. I only want to emphasize the fact that costly laboratories, well equipped with modern apparatus and instruments of precision are not all that is required. The research worker is like the poet, born not made, and we have here in this Colony ample material for research, by which men will gain undying fame, even if no money!

Proper Refuse Destructor Needed.

Then there is a further potential danger in the dissemination of diseases in the present manner of refuse disposal. In my opinion the refuse should be burnt in properly constructed destructors and not accumulated for carriage in barges to be later dumped in the sea. Here again when I ventured to suggest the advisability of the erection of destructors the suggestion was stated not only to be costly but impracticable. The Authorities said that our refuse contained too large a percentage of moisture and so could not be burnt. But I have seen the latest type of destructor in the Borough of Marseilles and was told they could deal with refuse containing 95 per cent. of moisture, and I was struck with the thorough manner in which its incineration was effected. But we are told that in seaside places, the efficient method of refuse disposal is to dump it into the sea. This is probably effective in England when a strong tide disposes everything cast into the sea, but in this Colony I think everything cast into the sea returns to rest on our shores, and our bathing beaches are rendered offensive and unhealthy. The experiments with floats carried out two years ago in the month of November are not convincing. If the floats do not land in our shores the refuse does. Now this matter of dealing with refuse should be taken up.

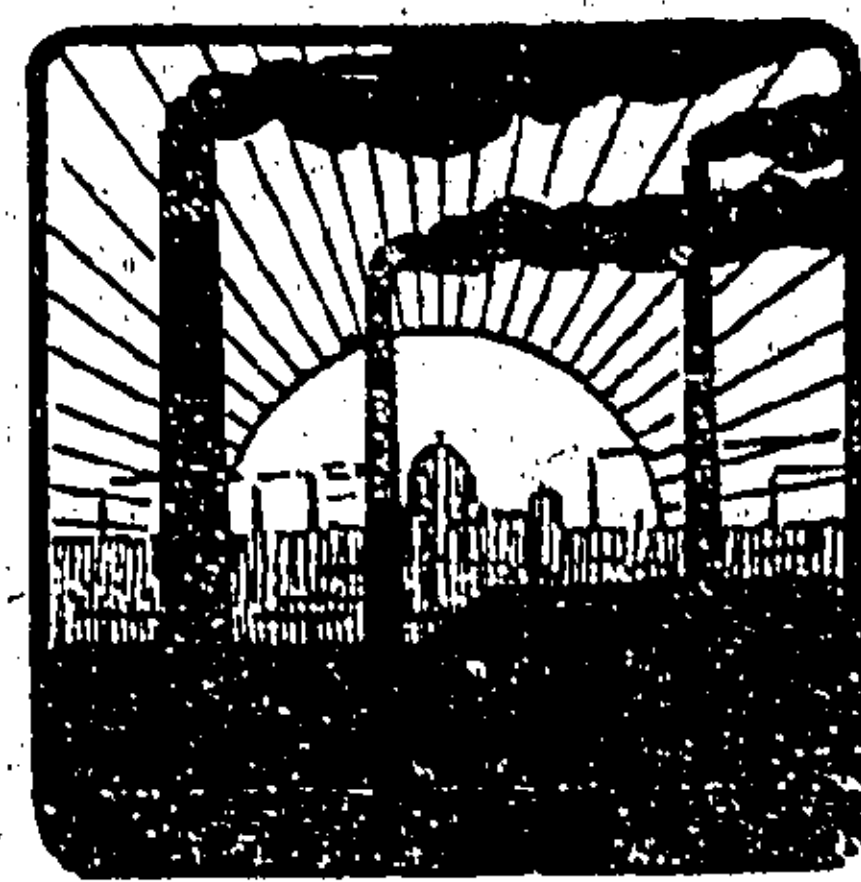
Tuberculosis.

The methods for the prevention of tuberculosis are well known and can easily be combined with the treatment. The causes flourish in darkness—in the absence of sunlight—and in darkness. The provisions of the Building Ordinance as regards fresh air and sunlight should be strictly enforced and in new buildings and tenement houses special attention should be paid to this. If fresh air and sunshine cannot be brought into the house, the patient should be taken out into the fresh air and sunshine. This could be done with some gentle compulsion. In my opinion a regular plan of campaign should be undertaken by this unfortunately named "Sanitary Board" which should be renamed the "General Board of Health," to instruct the people and sufferers as to the means they should adopt towards the prevention and amelioration of this disease. Pouring gallons of Cod Liver oil and cough mixture down their throats is not all that is required. A campaign of instruction should be instituted.

Diphtheria, Influenza, and Puerperal Fever are other diseases which might be investigated with a view to their prevention and suppression.

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Tetanus Of The Newly Born.

The official report records 61 deaths of children under one month in 1926. This is an eminently preventable disease, and I note that Professor Wang of the University undertook an investigation into this subject and attributes its incidence to the application of some Chinese powder to the navels of newly born children. This interesting piece of work reflects credit on the investigator and should save many infants' lives in future.

Summing up I may say that the application of methods of prevention in the diffusion of diseases have been woefully neglected in this Colony. The authorities have adopted an attitude of apathetic acquiescence when it was their bounden duty to direct enquiry and research into the local conditions of these infectious diseases. There are well equipped laboratories, there are able and well trained men on the spot. It is no excuse that men are too much engaged in their routine work, for memorable and far reaching discoveries have been made by general practitioners. Koch, a general practitioner in the country, discovered the tubercle bacillus in the interval of his daily work. Manson, a general practitioner in Amoy discovered the Filaria Laveran, an Army surgeon discovered the malarial parasite and Ross, another Army surgeon worked out its conveyance by the mosquito and so on. I only want to emphasize the fact that costly laboratories, well equipped with modern apparatus and instruments of precision are not all that is required. The research worker is like the poet, born not made, and we have here in this Colony ample material for research, by which men will gain undying fame, even if no money!

Let us hope now that the Government have got a Director of Medical and Sanitary services that they will be guided by him as to the subjects and means of investigation. That it will not be as the French saying is "the more you change, the more it remains the same." Alas, poor P.C.M.O.!

As it is the fashion in these parts to quote from Chinese classics may I also quote from Confucius: "To see the right thing and not to do it, is want of courage."

With these words I wish to put before the board for its approval the motion:

"That this Board respectfully suggests to the Authorities the propriety of setting in action investigations into the possibility of devising means for the prevention of the prevalent infectious diseases, such as Typhoid, Malaria, Tuberculosis, etc. It further suggests that such investigations might be undertaken by local medical men under the direction of the Government, and that their reports be published for the guidance of the community."

OTHER MEMBERS' OPINIONS.

EDUCATION NEEDED.

In seconding the motion Dr. S. C. Ho said that it appeared to him that the last speaker had struck the keynote in his speech when he advocated public education in matters of health and hygiene.

In England a child was well looked after from the day of its birth until it went to school, when the teachers would take up the matter of health education where the parents had left off. He was of the opinion that public lectures and demonstration would be most beneficial, and although this was done to some extent in the Colony, it should be further encouraged.

Help Of Chinese Doctors Desirable.

Dr. S. W. Tso said that investigation into the prevalence of infectious diseases would be of considerable help in preventing them. He was glad that Dr. Koch had suggested that local medical practitioners should be called in to help, and in this, he felt sure that there could not be anyone more conversant with the conditions of living among the Chinese than local Chinese medical practitioners.

Mr. Tao was of opinion that experts from England could not achieve more than local Chinese doctors, because one had to go quite conversant with the Chinese condition of living before one could do anything to educate them. He therefore hoped that the Government would take the initiative and invite Chinese doctors to go into the matter.

MR. W. J. CARRIE'S REPLY.

THE BOARD'S LIMITED POWERS.

In his reply, Mr. W. J. Carrie, Head of the Sanitary Board, said that the Sanitary Department had no power to carry out the suggestions with regard to market conditions and sale of fruits, etc., as referred to by Dr. Koch.

The Sanitary Board, he said, was not an executive body, and it had struck him all through that Dr. Koch's suggestions were not matters which the Board could deal with. He at first thought that the motion was a general one and he did not expect such detail as was given by Dr. Koch.

Mr. Carrie added that the Board had the power to make bye-laws in connection with such matters as prevention or mitigation of any epidemic, of contagious or infectious diseases, and that he had given the Board 24 years ago, "The Board," after all, was a body of workers. The Head of the Sanitary Department had no power except as a member of the Board. He worked for the Board and carried out the instructions of that body.

Mr. Carrie pointed out that the Board had definite powers and one of these was to devise means of combating diseases. He also said that the Medical Officer of Health was under-staffed at the moment and when the staff was augmented by the arrival of another two fully qualified doctors they would then be able to go into the matter thoroughly.

In reply to Dr. Koch's remarks regarding malaria and mosquitoes, Mr. Carrie said that according to the laws laid down he could not do more than to serve a notice on any person found encouraging the breeding of mosquitoes. If the person rectified his fault within three days of the notice, the matter ended there. Even if a person continued to encourage breeding of mosquitoes after the receipt of the notice, all the Board could do was to take out a summons and the offender would probably pay a small fine. There was no provision, he said, to prevent a person from repeating his offence. The speaker added that that by-law needed amendment and if the members of the Board desired it, they could bring the matter up at a meeting.

As to hawking of food, Mr. Carrie said that he had certain proposals in hand, and he assured Dr. Koch that he would do his best to improve the present methods. In any case, these evils were at present all covered by bye-laws, and if they were not satisfactory, the only thing to do was to introduce an amendment to the existing bye-laws.

With regard to intestinal diseases, Mr. Carrie agreed that they could have done more than what had been so far attempted. Refuse dumped into the sea, Mr. Carrie said, did not return to pollute the harbour as suggested by Dr. Koch. That might be the case as regards refuse dumped overboard by steamers leaving the port, and nothing could be done to stop them once they were outside the harbour limits.

In conclusion, Mr. Carrie said that he agreed with Dr. Ho that more lectures should be given, and as for the matter of tuberculosis, H.E. The Governor had practically covered the ground in his speech at the Chinese Medical Association dinner.

With regard to other medical questions raised by Dr. Koch, Mr. Carrie said that he was not in a position to answer them off hand. Dr. Koch's motion was then put to the meeting. There were three in favour and none against, and it was declared to be carried.

FOREIGN BUSINESS SLUMP.

IMPOSTS AND MONEY SCARCITY.

SHAMEEN RESIDENT ON CAUSES.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 16th.

Foreign business in Canton has been unusually quiet for the past month or so, according to Mr. Hogg, a prominent British merchant on Shameen, with whom the representative of the *Daily Press* had an interview to-day. This depression has been particularly marked during the last few days when Canton talked loudly about the boycott against Japanese goods. Business depression in foreign firms is general and not confined to any one branch of commerce, said Mr. Hogg.

Asked as to the reasons, Mr. Hogg said that the chief one was the stringency of the Chinese money market and another was the uncertainty of the imposition of local taxes. After the Communist holocaust of December 11th last, he said, money has been very scarce. Many of the more well-to-do have moved to Hong Kong, Macao and elsewhere for fear of any repetition of that episode. The bulk of people in Canton and the inner districts have not the buying power to keep the import and export business prosperous.

Commenting on the second reason Mr. Hogg said that heretofore foreign merchants knew exactly what duties they had to pay. Now, no one could tell what duties and taxes a merchant is likely to have to pay in moving his merchandise from one place to another in China. In addition to the 10 per cent. duty *ad valorem* on luxuries coming into China, as provided by treaty stipulations and by the Washington Conference of 1921, there are local taxes and other duties imposed on luxuries by the Chinese Government. The result is that the foreign trader never knows what it will cost to get his goods to the consumer. Consequently they are more or less discouraged and many have shut down on that account.

SILK CROP GOOD.

Continuing, Mr. Hogg said that the second silk crop in Kwantung is of excellent quality and very suitable for export. It exceeded 10,000 bales as against the 6,000 bales of the first crop. Both of this year's crops were of fine quality, he added. Most of the raw silk is exported to the United States of America and France where it is made up into the finished product. Most of the raw silk used in England is bought from France which, in turn, buys from China.

In conclusion, Mr. Hogg stated that there are always some months in the year when business is on the ebb. We are now passing through that period, he said. "The British merchant is quite optimistic as to the future. He thinks that the present slump will soon pass and foreign trade will again flourish as it has done in the past."

In striking contrast to foreign business, Chinese trade in Canton seems to be flourishing and untouched by depression. Business is better than it has been for a very long time.

HAINAN'S ONLY PORT.

DIFFICULTY OF DEVELOPING HOIHOW.

Proposed developments of the port of Hoihow, to which reference was recently made in the *Daily Press*, are referred to at some length by the *Canton Gazette* which states that Hoihow is the chief, and, at present, the only port in the Island of Hainan. It is seriously handicapped by a bad harbour which is very shallow and the movements of the tides and currents carry a tremendous amount of silt into it with the result that sea-going ships calling at Hoihow have to anchor a great distance off shore.

Communication with the shore is not easy. At high water it is done by means of junks and sampans but at low water, the difficulties increase, while when strong monsoons prevail communication is some times impossible.

Much thought has been given to the problem of improvement. Dredging the harbour has been suggested. This plan entails enormous cost, and is entirely out of the question.

(Continued on next Column.)

CANTON ROBBERS FOILED.

TWO ATTEMPTED ROBBERIES.

WOMAN HELD UP IN BUSY STREET.

A SAMPAN OUTRAGE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, May 16th.

A sensational daylight robbery occurred yesterday (Monday) morning at 11 o'clock in Canton when three well armed bandits stopped and robbed a wealthy Chinese woman who was on her way to a dentist in Ti Wu Yo Street, Sai Kwan, a business quarter of Canton. The woman, Wong Lee Shee by name, was closely followed by the robbers. When she reached Ma Sha Alley off Ti Wu Po Street, the gang made their presence known and she was sharply told to put up her hands, a revolver and a dagger being pointed at her. She complied, but her face went paler than ever when one of the robbers proceeded to take from her two gold bangles and other valuables.

Having accomplished their gallant deed the bandits bolted after warning their victim that if she raised the alarm "something awful would happen." However, when the robbers were at some distance she notified a passing patrol who at once gave chase. The bandits resisted and fired several shots at the police officer. The police officer returned the fire and this coupled with the blowing of a whistle attracted the patrols in the neighbourhood who soon joined in the struggle with the bandits. More than a score of shots were fired during the skirmish. One robber was shot dead in front of the Wu Liu Chi Restaurant on Ti Si Po Street but the police force suffered no casualties.

The sudden firing which increased in rapidly terrified merchants in the neighbourhood who at once shut their iron gates, thinking that there was another Communist uprising. But these timorous merchants were speedily calmed down when they were told that it was only a fight between the police and bandits.

After one of the bandits was killed, as stated, the other two disappeared. The police at once drew a cordon around the place and instituted a thorough search for the remaining culprits. One was found still carrying a revolver and a dagger. The other made good his escape. This prisoner is now held in custody awaiting trial and execution.

SUNDAY INCIDENT ON PEARL RIVER.

The *Canton Gazette* reports to-day another sensational robbery which took place late last Sunday evening on a sampan boat on the Pearl River.

It was discovered that an armed robbery was being committed on the boat and the solitary victim uttered piercing yells for help. The arrival of the police was very timely, and resulted in two men, alleged pirates, being arrested. Five others made their escape by plunging into the water.

It transpired that a man engaged a boat to cross the water to the other bank. Before the boat could push off from the wharf, seven men stepped in, ostensibly as passengers. When the boat had got halfway across, these seven men set on the women and the other passenger. The odds being well in their favour their enterprise resulted in a reward of over \$70.

"But the victim was made of sterner stuff than his appearance suggested. Watching his opportunity, when the attention of the seven robbers was temporarily diverted, the unlucky one exercised his lungs to such effect that the police patrol discerned an appeal for help in the yodelling, with the above result."

"The robbers showed their appreciation of the music by inflicting a deep cut on the singer's head—a friendly tap with an unfriendly dagger."

Another scheme is to develop another port some distance away. Here there was not so much danger from silt, but the location did not lend itself well to development.

General Chen Ming Shu now has a plan that is at the same time simple and easy of accomplishment.

General Chen proposes to construct a long traffic bearing mole, to extend from the town right out to deep water where ocean-going ships can come alongside.

This scheme has been submitted to the Canton Government for consideration and approval.

The projected mole will be some 10,000 Chinese feet in length, and is expected to cost about \$400,000. It will take two years to build.

G.C.H. PATIENT'S SUICIDE.

JUMPS OVER VERANDAH.

CHINESE NURSE COMMENDED BY JURY.

An inquest was held yesterday

afternoon at the Central Magistrate's into the circumstances of the death of a Chinese patient who jumped over the verandah at the Government Civil Hospital, on the 10th instant at about 9 p.m.

Mr. R. E. Lindsell sat as Coroner and was assisted by a Jury.

Dr. G. A. Thomas, assistant medical officer in charge at the G.C.H., said that he first saw the deceased on the 10th instant while going his rounds. The patient looked very ill, and was breathing heavily. When asked how he felt, the patient did not reply.

Soon after, witness continued, he received news of the accident and going to the Ward he saw the deceased lying dead on a stretcher.

He reported the matter to the Doctor in charge.

A Nursing Sister at the G.C.H. said that she saw the deceased on the afternoon of the 10th instant, when he was in a serious condition. The deceased did not say anything and submitted to the treatment given him. Dr. Thomas specified that the patient was to receive an injection of morphia, at 9 p.m.

After her evening meal, witness prepared the injection and gave it to the Chinese nurse, who went to the patient first to prepare him. Almost immediately the Nurse returned and informed her of the accident.

The Cause Of Death.

Dr. Craig Thomas, officer in charge of the Government Civil Hospital said that the deceased was admitted on the 9th instant at 5 p.m. suffering from an acute pain in the abdomen, which required an operation almost immediately.

Owing to the condition of the patient only a draining operation could be expected. The same night at about 11 p.m. the witness saw the patient who looked as well as could be expected. He was a little better the following morning. As the patient had already received an injection after his operation, the witness did not consider it necessary for another injection until after 9 p.m. that night. There was a ward-boy in that particular ward, and the verandah doors were generally open.

He was informed by telephone of the accident at about 8.55 p.m. that night. He examined the deceased and formed the opinion that he had died from fracture of the skull. This was confirmed by the post-mortem. It was very probable that the deceased would have died in any case, but no operation other than that which had been performed would have been possible without killing the patient.

An Eye-witness Of The Jump.

Nurse Lily Poon, who had been sent to prepare the patient for the injection of morphia said that as she entered the ward, she saw the deceased attempting to climb the balustrade of the verandah, and she rushed to pull him back. She managed to catch his coat, but as she did so he jumped and she was unable to hold him. She at once reported the accident to the Nurse in charge.

The Verdict, And Commendation Of The Nurse.

Without retiring the jury voted a verdict of death from misadventure in that the deceased threw himself over the verandah during an acute attack of pain, and without knowing what he was doing. The jury further commended the Chinese Nurse, Lily Poon, for her prompt and plucky attempt to save the deceased from falling.

A BOGUS TELEPHONE INSPECTOR.

WARNING TO SUBSCRIBERS.

A Chinese is stated to be in the habit of entering telephone subscribers' residences on the pretext of being an inspector of the Hong Kong Telephone Co., Ltd., and walking away with any article of value which he could place his hand on.

Subscribers should be on their guard against this individual and ask for the production of a card signed by an official of the Company and issued monthly bearing the employee's name and number. In any case of suspicion a call on the head office of the Company will confirm whether or not an employee has been authorized to work on the instrument.

RIGHTS OF A MORTGAGEE.

A CLAIM FOR MESNE PROFITS.

WHEN A TENANCY IS GOOD.

MR. J. H. WITCHELL SUED.

Further interesting legal arguments were heard at the Summary Court before the Acting Puisne Judge, Mr. P. Jacks yesterday when the case in which the Banque de l'Indo Chine claimed \$1,000 as mesne profits from Mr. J. H. Wittchell, Manager of the King Edward Hotel.

The plaintiffs are the mortgagees of a house known as the Budree Villa at North Point. The defendant occupied the premises for 12 months under a lease made between him and the mortgagees, at a monthly rental of \$135. The house was in a deplorable condition, it was alleged, and the defendant had to spend \$1,341 in general repairs before he could occupy it. An arrangement was also made between the defendant and the mortgagee that the defendant should effect all necessary repairs and whatever money was spent could be deducted from the monthly rentals.

The plaintiffs now claimed \$1,000 from the defendant as mesne profits based on the rent of \$125 a month from April 1927 until March 16th, 1928, and in support of their claim, they argued that a mortgagee had no right to lease the property to anyone. After a property was mortgaged, the mortgagee had the sole right to make disposal of the premises, and that anyone occupying the house under an agreement made between the mortgagee and the tenant was null and void to the mortgagees, who could evict the tenant and charge him with trespass.

Mr. M. M. Watson is appearing for the plaintiffs and the case for the defence is conducted by Mr. D. L. Strellett.

At the commencement of yesterday's proceedings, Mr. Strellett said that he had understood from Mr. Watson that he would be calling evidence as he (Mr. Watson) did not understand that all questions of fact had been definitely agreed to between them.

Until Mortgagees Intervene.

His Lordship said that he had considered the legal points very carefully, and that he was of opinion that the tenancy between the tenant and the mortgagee was good until the mortgagees decided to intervene. He also found that until the tenant had received notice to quit from the mortgagees, the tenancy was still good.

His Lordship then asked Mr. Watson whether or not he could produce evidence to show that such notice had been served to the tenant.

Mr. Watson said that all he could say was that a letter had been sent by post to the tenant. He could not say whether the tenant had received it or not.

Mr. Strellett said that he could produce evidence to show that the letter was not received and that even at a later interview between the defendant and the mortgagees no reference was made by the Bank about the letter and the defendant was not even asked whether or not he had received it. He added that even if there had been a notice, the mortgagees by their actions had encouraged the defendant in the belief that he could remain under the terms of the agreement made between the mortgagee and the tenant. The plaintiffs, he said, did not intimate to the defendant that his tenancy was not desired and that they would take action against him to recover mesne profits.

"You can't blow hot and cold at the same time," Mr. Strellett said. He contended that if the plaintiffs had not given notice to the defendant to vacate and had on the other hand asked the defendant whether he would remain in the house after the amount spent on repairs had been wiped off, they could not, unknown to the defendant, reserve to themselves the rights to claim mesne profits after they had found out that they could do so.

A mortgagee, Mr. Strellett said, was better placed than an ordinary landlord in this respect that he could evict a tenant on the spot but to do so they would have to take possession of the premises. He did not suggest that the Bank would have to occupy the house, but they would be required to take some action which would amount to their taking possession.

(Continued on next Column.)

CORRESPONDENCE.

THE STAR FERRY SIGNALS.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—It would be of interest to both the Hong Kong and Kowloon users of the "Star" ferry if the "Star" Ferry Co., Ltd., would let the public know when and whether they would repair the signals on both sides of the harbour. You are no doubt aware that the signals have been out of repair for almost a year, during which time the travelling public have nothing to guide them, or to show whether the launches are just coming in or going out. I have seen many people rushing breathlessly to the wharf to catch the ferry only to see the launch just coming in alongside the wharf; and sometimes they walk leisurely to the wharf thinking that the launch has just come in and then find they have just missed catching it by a few seconds. Surely it is not too much to expect the Company to repair the signals. They have spent so much money in other ways, such as putting up netting round the partitions, etc., and can well afford to repair the signals which are very necessary to the patrons.

Thanking you for publishing this letter, and enclosing my card—Yours faithfully,

A FERRY USER.

Hong Kong, May 16th, 1928.

Defendant's Version.

Giving evidence, Mr. Wittchell said that he was looking for a house in March 1927. He heard of Budree Villa and when he went to inspect the premises, he found a solicitor in possession. He called on the landlord and they went to look over the house together. They found the house in a deplorable condition and the entire roof was leaking. He saw that before he could occupy the premises extensive structural repairs would have to be effected. He said he would not have taken the villa if an arrangement as to repair had not been come to. As the house stood he would have had to live in the basement if he had wanted to keep dry.

Defendant said that he came to an arrangement with the landlord to the effect that he would get the repairs done at the most reasonable price possible and that he would pay for them and the money spent would be deducted from the monthly rental of \$125. He also advanced \$350 in cash to the landlord not knowing that the bill for the repairs would amount to \$1,341. Out of the repair bill, defendant said, that there was one item of \$400 which he had agreed to pay, thus leaving \$1,741 plus the \$350 which he had advanced, to be set off against the monthly rental of \$125. He occupied the house for 12 months and the rent due for that period amounted to \$1,500.

Defendant added that he did not know the premises were mortgaged until a clerk from the Bank called on him for rent in November or December last year. He saw the Manager of the Bank and at that interview no suggestion was made that he (defendant) should leave the house. He was, however, given the impression that the Bank had wanted him to stay on, and in fact he had been asked whether he would stay on after he had completed his 12 months' tenancy. He said he would not continue unless other repairs were also done.

Cross-examined by Mr. Watson defendant said that as far as he could remember it was \$350 he had advanced to the landlord. Mr. Watson suggested that defendant had only given the landlord \$250. Defendant replied that it was \$350 as far as he could remember, but he could only produce a receipt for \$150, as the receipt for \$200 was lost.

Mr. Watson also questioned the defendant as to the numerous items in the bill for painting and whitewashing. Defendant replied that probably the contractor had "bundled" the various jobs done together.

Mr. Watson: But you agreed to the bill and judgment was given against you on that figure?—Yes, because I had to. There is no one else who could have done the work cheaper.

Defendant admitted that the contractor had brought an action against him for the recovery of the money due for repairs done to Budree Villa. He said that he had already paid off about \$750 in four or five instalments and there was about \$500 still due to the contractor.

(Continued on next Column.)

SHADY VERANDAHS



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JAPAN'S FIVE DEMANDS.

CONSIDERING A MEMORANDUM TO THE LEAGUE OF NATIONS.

STRONG FEELING IN SINGAPORE.

CAREFUL INVESTIGATION OF TSINAN AFFAIR.

The Japanese Government is clearly taking a firm stand over the many questions arising out of the Tsinan affair. At present the Government is studying the question for the purpose of assessing reparations and demanding the punishment of guilty parties. Agents of the Government are also enquiring into the origins of the trouble on the spot, and in this way Japan hopes to discredit the Chinese story. The Government is also considering the question of submitting a memorandum to the League of Nations.

Judging from the reports from the vernacular papers, Japan is adopting a high handed attitude, and insists that her demands be accepted or refused in toto. Chinese representatives complain that they have had no opportunity of discussing matters, they have merely been questioned and told to answer "yes or no."

The Five Demands put forward by Japan are given below. At the same time there are further messages from Japan, reaffirming that the Government policy is to withdraw all troops immediately the safety of nationals is assured.

THE FIVE DEMANDS.

(Wah Tsai Yat Pao.)

SHANGHAI, May 15th.
The Five Demands presented to the Nationalist Government by Japan are as follows:—

- 1.—That Marshal Chiang Kai Shek in person shall make the official apology.
- 2.—That General Fang Chun Wu, the originator of the incident, shall be punished.
- 3.—That all Chinese troops captured by the Japanese shall be disarmed. The arms will be returned to the Nationalists after the settlement of the incident.
- 4.—That no Chinese troops shall come within 20 miles of the Tsingtao-Tsinan Railway until the settlement is completed.
- 5.—That the Chinese delegates shall be appointed officially by Marshal Chiang Kai Shek, and that compensation shall be arranged through the usual diplomatic channels.

If the above five demands are complied with by the Nationalist Government, Southern forces will be allowed to pass through Tsinan on their way to the Northern front.

REPARATIONS.

MEMORANDUM TO LEAGUE.

[THROUGH REUTER'S AGENCY.]

Tokyo, May 15th.
The Government at present is intensely studying the Tsinan incident for the purpose of drafting demands on the Nationalists. These will include reparations, punishment of guilty troops, and guarantee of future safety of life and property. The Foreign Office has stated that a memorandum to the League of Nations is being considered, although its nature and the time of presentation has not been decided. It is understood that agents of the Government are at present gathering evidence at Tsinan for the purpose of refuting the alleged Chinese statements concerning the cause of the incident.

JAPAN'S POLICY.

[THROUGH REUTER'S AGENCY.]

OSAKA, May 15th.
Baron Mitsuichi, the Finance Minister, speaking before the Economic Association of Osaka, explained the Government action in Shantung. He said that as soon as the safety of nationals was assured, the Government would promptly withdraw the troops. He declared that this has been the fixed policy of the Government which the military authorities quite understand.

NO REAL NEGOTIATIONS.

(Wah Tsai Yat Pao.)

SHANGHAI, May 15th.
General Ho Seng Chun, who has been despatched by Marshal Chiang Kai Shek to negotiate with General Fukuda for the purpose of concluding a provisional agreement for the settlement of Japan's occupation of Tsinan, returned to Yenchow last Saturday. According to his report no real negotiation was achieved in the negotiations. In fact, it would not really be called negotiation, as he was forbidden to speak and was simply questioned whether he promised to sign the "five demands," presented by the Japanese authorities, or not. He then refused to do so and consequently the negotiations broke down. General Fukuda finally handed a personal letter to (Continued at foot of next column.)

EARTHQUAKE IN BATAVIA.

HOUSES DESTROYED BY LAVA.

KRAKATOA IN ERUPTION.

[THROUGH REUTER'S AGENCY.]

BATAVIA, May 14th.
A violent earthquake has occurred at Desambar, followed by a volcanic eruption in the village of Timbang. At the latter place, ashes were shot seventy feet in the air, whilst a stream of lava destroyed fourteen houses. One villager was killed.

7,000 Eruptions.

BATAVIA, May 15th.
7,000 eruptions have been recorded in the past twenty-four hours from the island volcano of Krakatoa. Through steam, resembling a white surf, a boiling stream has spouted, sometimes to a height of 1,300 feet.

More Earthquakes.

MANCHESTER, May 15th.
The New Hampshire amateur wireless expert, Mr. Davis, who was the first to learn of the Bremen's arrival at Greenly Island, has picked up a sensational message recording an earthquake in the "Mishifutamo district" of Japan. The message declared that a hundred have been killed.

NEW YORK, May 15th.
There has been a violent earthquake in Guayaquil, Ecuador. The streets are littered with masonry wrenched from buildings. No casualties are reported.

ORANGUTANS.

SIR HESKETH BELL'S PLEA.

"FILLED WITH PITY."

[THROUGH REUTER'S AGENCY.]

LONDON, May 15th.
Sir Hesketh Bell, who has been for many years a prominent civil servant in Tropical Africa, and later in Mauritius, has written a letter to the Times referring to the sudden large influx of orangutans into Europe.

The apparent dejection of those he saw at a zoo on the Riviera, states the writer, filled him with pity. He asks whether the Dutch Authorities in the Far East are going to continue to permit wholesale razzias in Sumatra, merely to enable a few persons to make great pecuniary profits. He likens these razzias to those of former slave dealers.

PRAISE FOR BANK OF ENGLAND.

HAMPERED BY ARCHAIC CONSTITUTION.

CURRENCY AND BANK NOTES BILL.

[THROUGH REUTER'S AGENCY.]

LONDON, May 14th.
In the House of Commons to-day, Mr. A. M. Samuel, the Financial Secretary to the Treasury, moved the second reading of the Currency and Banknotes Bill, which provides for the amalgamation of currency notes with Bank of England Notes as provided in the Budget.

Mr. Philip Snowden, the ex-Labour Chancellor of the Exchequer, moved an amendment, withholding the consent of the House until an investigation has been made into the constitution, powers and policy of the Bank of England in the light of modern developments in finance and industry.

Bank "Seriously Hampered."
Mr. Snowden paid a warm tribute to the manner in which the Bank of England discharged its powers, but he declared that it found itself seriously hampered by an archaic constitution.

He was in favour of a public corporation on which financiers, industrialists, the Board of Trade, the Co-operative movement and Labour were represented. Continuing Mr. Snowden urged the implementing of the Genoa Conference resolutions of 1922, and strongly objected to fixing the fiduciary limit at £280,000,000.

Amendment Rejected.
Mr. Snowden was of opinion that this sum was not sufficient to meet the legitimate expansion of industry, or any exceptional, but perfectly legitimate cause for an increase in the currency note issue. After further debate, the amendment was rejected, 820 voting against and 101 for.

The Commons afterwards granted a second reading to the Bill.

DR. STRESEMANN INDISPOSED.

[THROUGH REUTER'S AGENCY.]

BERLIN, May 14th.
The Foreign Minister, Dr. Stresemann, is confined to his bed with alimentary kidney trouble, presumably caused by ptomaine poisoning. He has been compelled to cancel his election campaign.

JAPAN SEAMEN'S UNION.

TROUBLE OVER WAGES.

CREW LEAVE "PACIFIC MARU."

[THROUGH REUTER'S AGENCY.]

OSAKA, May 15th.
The dispute of the Kawasaki Steamship Company versus the Japan Seamen's Union on the establishment of minimum wages is getting serious.

Yesterday the crew of the Pacific Maru, bound for America with 1,200 bales of silk, left the ship at Yokohama.

The trouble threatens to spread even more widely.

FRENCH CONSOLIDATION LOAN.

A READY RESPONSE.

[THROUGH REUTER'S AGENCY.]

PARIS, May 15th.
According to the papers, the new 5 per cent. Consolidation Loan, issued on May 4th, has resulted already in a subscription of six billions of francs.

U.S. TREATY WITH BRITAIN.

DRAFT UNSATISFACTORY.

PROLONGATION OF ROOT-BRYCE TREATY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 14th.
That the new arbitration treaty designed by the United States to replace the Root-Bryce Treaty with Great Britain does not meet the full approval of the British Government was announced in the House of Commons to-day.

The matter was brought up at question-time, and Sir Austen Chamberlain, replying, said the draft arbitration treaty in substitution for the Anglo-American Arbitration Treaty, which is due to expire on June 4th, which had been communicated to the British Government by the United States Government, did not meet the requirements of His Majesty's Government in all respects.

Sir Austen added that in view of the complexity of the questions involved, and the necessity for further consultation with the Dominions Governments, further time would be required before a decision could be reached.

It has been suggested to the Dominions Governments, with the cognisance of the United States Government, that the present Root-Bryce Treaty should temporarily be extended, although there was a doubt whether the U.S. Senate would be able to consider the questions before their recess.

PRINCE CAROL'S MAIN DIFFICULTY.

WHERE CAN HE GO?

DEFINITE UNDERTAKING TO LEAVE.

[THROUGH REUTER'S AGENCY.]

LONDON, May 15th.
M. Joneson, who is acting as host to the ex-Prince Carol in England, called at the Home Office to-day, and after consultation with the officials there, announced that Prince Carol would leave England before the 15th instant.

It is understood that Carol's friends are experiencing considerable difficulty in discovering in suitable accommodation in any other country.

The Home Office is satisfied that the ex-Prince is making every effort to carry out their orders, and the Government is prepared to be reasonable as long as Carol does not indulge in his political activities and does his best to get away as speedily as possible.

The matter was raised once again in the House of Commons to-day, and, in reply to questions, Sir William Joynson-Hicks said that he had received a definite undertaking on behalf of Prince Carol that he will leave England by May 17th at the latest.

CABLE AND WIRELESS REPORT.

NOT READY FOR SOME TIME.

[THROUGH REUTER'S AGENCY.]

LONDON, May 14th.
In the House of Commons, Mr. Walter Baker asked when the report of the Imperial Cable and Wireless Conference was likely to be issued. Mr. Baldwin replied that it was impossible to forecast the date. He added that he understood the deliberations of the conference will not be concluded for some little time.

SCHNEIDER CUP TRAGEDY.

AMERICAN RACER'S DEATH.

KINKAD'S DEATH RECALLED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 15th.
The counterpart of the death of the South African, Lieut. Kinkad at Calcutta two months ago, was the tragic death of Lieutenant Buse, who was flying a seaplane in training for the Schneider Cup Race. The machine suddenly dived into the Potomac River and disappeared. The wreckage was recovered later.

SCENES IN EGYPTIAN CHAMBER.

MEMBERS' FREE FIGHT.

TWO ADJOURNMENTS NEEDED.

[THROUGH REUTER'S AGENCY.]

CAIRO, May 14th.
Turbulent scenes occurred in the Chamber to-day when the Watanist deputy, Abd el Hamid, severely criticised the Premier, Nahaas Pasha, and expressed "thanks to Lord Lloyd for the British ultimatum and the despatch of warships." The Minister of Communications, Makram-Beid, jumped up and engaged in a heated altercation with Abd el Hamid.

In the terrific din, it was impossible to hear what was passing between them, but it was obvious that the exchanges were distinctly uncomplimentary.

Suddenly Makram-Beid came to grips with Abd el Hamid, who incidentally stands 6 feet 8 inches, and there was a spirited tussle till other Members rushed in and separated them.

The sitting was adjourned and when later resumed, Makram-Beid suggested that Abd el Hamid had called Nahaas Pasha a liar.

The House adjourned again, and when it again resumed, Abd el Hamid apologised to Makram-Beid.

HAVRE DOCK STRIKE.

PROTEST AGAINST WAGE REDUCTION.

[THROUGH REUTER'S AGENCY.]

HAVRE, May 14th.
Work at the docks here has been brought to a standstill owing to a strike of 800 lorry-drivers and 1,800 dockers.

The strike is in the nature of a protest against a reduction of wages, as a result of a lower cost of living index.

OFFERS TO SULTAN OF JOHORE.

GOVERNMENT ENQUIRING.

[THROUGH REUTER'S AGENCY.]

LONDON, May 14th.
In the House of Commons, replying to questions, Mr. L. M. S. Amery, the Dominions Secretary, said a statement had come to his notice that foreign companies had made offers to the Sultan of Johore regarding the island in the settlement of Singapore which he holds on lease from the Colonial Government.

Mr. Amery added that the Government were making enquiries regarding the matter.

RUSSIAN AIRMEN CRASH.

COMMUNICATION BY SIGNS.

[THROUGH REUTER'S AGENCY.]

PEKING, May 14th.
An aeroplane crashed at Parachinar, in the North-Western Province, and was badly damaged. The two Russian occupants were not hurt. They could not speak English, but were able, with the assistance of maps, to indicate their route, which was from T-remet to Kabul.

They went to Kohat, where they were detained.

FIRE RAGING IN OIL WELLS.

3 MEN BURNED TO DEATH.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, May 14th.
A fire which broke out at the petroleum wells in the Moreni district on Saturday, is still raging furiously.

Twelve wells belonging to the Astra Romana Company, a subsidiary of the Dutch-Shell interests, and six belonging to the Credit Miner Company, have already been completely destroyed and others are in serious danger. Three workmen have been killed. It is not expected that the damage will exceed £125,000.

SERIOUS THREAT TO PAOTING.

JAPANESE TROOPS MOVED BACK TO TIENSIN.

MEASURES FOR PROTECTION OF FOREIGN NATIONALS.

NORTHERN CRUISER LEAVES AMOY.

The Northern cruiser Haichi, which shelled Amoy a day or two ago, and has since remained in the locality, apparently preparing to attack the town, has now left for the south. The Japanese boycott still continues.

Shansi troops are still continuing their rapid advance northwards, and Paoting is seriously threatened. The fall of Peking is now regarded as merely a question of time, and the Nationalist Government is considering the diplomatic questions with which it will be faced once the Kuomintang is in command of the city.

Japanese troops, who were recently sent to Tsinan from Tientsin, are now being moved back to their original base. The question of the protection of British nationals was raised in the House of Commons on Monday.

AMOY SITUATION EASIER.

[THROUGH REUTER'S AGENCY.]

AMOY, May 15th.
The Northern squadron has now left for the South. Modified martial law continues and troops are still on guard against possible attack. Efforts to strengthen the anti-Japanese boycott have not met with any success, but a continued boycott is probable.

LONDON, May 14th.
Mr. Wang Chung Hui, who was Premier of China for a brief period in 1922 and 1924, called on Sir Austen Chamberlain at the Foreign Office this afternoon.

Interviewed by Reuter later, Mr. Wang Chung Hui said that the fall of Peking was imminent, and there was a great prospect of a unified government in China within a short space of time. The China Nationalist Government would then welcome foreign co-operation in the work of reconstruction.

British Troops in Tientsin.

Sir Austen Chamberlain, replying in the House of Commons to a question by Mr. H. W. Locker, told the House that the Government was closely watching the situation at Tientsin and he expressed the opinion that there would be no difficulty in strengthening the British forces there if necessary. We had at present about 1,000 troops at Tientsin for the protection of British nationals.

The Natural Course.

Commander Kenworthy (Labour) asked Sir Austen if he had seen the reports in the Press that the troops were not being used for the protection of nationals in the various Settlements at Tientsin, but were forming a line right outside the city.

Sir Austen replied that as far as his knowledge went, the troops were naturally being disposed where the military authorities of the different Powers on the spot considered they could best protect the lives and property of foreign nationals.

Protective Measures.

Mr. H. W. Locker asked for a statement on the present position in China, especially as regards the provisions for the protection of British communities.

Sir Austen Chamberlain replied that, owing to the interruption of communication he had had no direct news from the British Consul-General at Tientsin.

His information from Shantung was chiefly derived from Japanese sources.

Sir Austen gave the House a lengthy account of the commencement of the trouble as reported by the Japanese Consul at Tsinanfu. He was glad to say that all Britishers in Shantung appeared to be safe.

Neither of the parties involved in the trouble in Shantung had indicated that the intervention and mediation of His Majesty's Government would be acceptable.

Warships At The Ports.

British warships had been sent to Chinwangtao, Weihaiwei, Chefoo and Tsingtao, and normal precautions were being taken elsewhere in China. A British warship was stationed at practically every port along the Yangtze wherever there were British residents.

The Foreign Secretary was not prepared at present to make a statement regarding the telegram sent by the Nanking Nationalist Government to the League of Nations. He would require notice before answering.

Sympathy With Japan.

Comdr. Kenworthy asked whether the Japanese Government had made any demarche explanation or representation to His Majesty's Government with reference to her military operations in Shantung, as understood by the Washington Agreement of 1921.

Sir Austen Chamberlain replied that he had expressed sympathy to the Japanese Charge d'Affaires in the trouble with which Japan was confronted and had hoped that later news would not confirm the horrible accounts of outrages on Japanese nationals, particularly women.

(Continued on next column.)

RETREAT FROM PAOTING.

[THROUGH REUTER'S AGENCY.]

PEKING, May 15th.
The Fengtien forces at Paotingfu, about 100 miles due South of Peking, are withdrawing under orders from Marshal Chang Tso Lin and many guns are passing through Peking and Tientsin on their way to Manchuria.

All indications point to the intention of Marshal Chang Tso Lin to leave Peking for his own domains within a few days.

Many Japanese women and children are leaving Peking, destined for Dairen.

PAOTING THREATENED.

(Wah Tsai Yat Pao.)

SHANGHAI, May 15th.
The Shansi troops claim to have advanced to Hsinlu and Tingchow after the capture of Shihchiachung. Paoting is seriously threatened.

A QUESTION OF TIME.

(Wah Tsai Yat Pao.)

SHANGHAI, May 15th.
The fall of Peking and Tientsin is merely a question of time. The Nanking Government is considering the political reorganisation and diplomatic problems with which it will be faced when Peking is under Kuomintang jurisdiction.

A NEW LEADER.

(Wah Tsai Yat Pao.)

SHANGHAI, May 15th.
General Chu Pei Teh, formerly dictator of Kiangsi, has been appointed by Marshal Chiang Kai Shek as Chief Field Marshal at the front.

CHINESE STUDENTS AGAIN.

PUNITIVE EXPEDITION AGAINST BANDITS.

Naval Wireless messages received in the Colony on May 14th reported that an anti-Japanese campaign had been launched by Chinese students in Hankow. It, however, appeared that they had no support from the authorities.

Nationalists' successes after the clash with the Japanese have had a marked effect in Hankow, and all bad feelings against Nanking have subsided.

General Pei Chung Hui has declared that he will move North to the front.

A detachment of Chinese guards in Ichang went on a punitive expedition against bandits in the Upper River. The guards, on a Yangtze steamer, inflicted heavy casualties on the outlaws.

He had also expressed satisfaction at the assurance that the Japanese troops will be withdrawn immediately the safety of Japanese lives and property is secured.

America Not Alarmed.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 14th.
The Nanking Government's message to President Coolidge has not yet been received.

While the State Department is concerned in regard to the Southern advance to Peking, no great anxiety is felt as regard the safety of Americans.

It is believed that 4,000 U.S. Marines at Tientsin and the Legion Guard at Peking will be sufficient to afford ample protection to Americans.

Back From Tsinan.

[THROUGH REUTER'S AGENCY.]

TSINAN, May 15th.
A detachment of three companies of infantry, which was sent to Tsinan's last month from Tientsin, has arrived at Tsingtao. The troops immediately boarded destroyers and left for Tientsin owing to the tense situation there.

BASKET BALL ASSOCIATION.

TROPHIES DISTRIBUTED BY MR. A. E. WOOD.

The postponed prize giving of the Hong Kong Basketball Association's Inter-School League was held yesterday afternoon at the Chinese Y.M.C.A. After the prize distribution by Mr. A. E. Wood, Inspector of Schools, an exhibition game was played between the Senior Winners, St. Paul's College, and a team from the "Rest."

Mr. E. G. Stewart, acting Sub-Warden of St. Paul's College, in a brief speech congratulated the St. Paul's College, on their fine win in the Senior Division, and the Ying Wah College, on annexing the Junior Shield. He commented upon the fine display of the Ying Wah College who had not only won the Junior Shield but had made a very hard fight for the Senior Shield. They were runners-up, and lost the first place by a few points. At one stage of the League games it looked as if the Ying Wah College were going to repeat their performance of last year by winning both Junior and Senior Shields. Thanks were also extended to those who had helped and who were mainly responsible for the success of the League. The Y.M.C.A. were also congratulated on having started the League and carried through these successful competitions.

Mr. A. E. Wood, Director of Education said that he was glad to know that all the eighteen teams which entered for the competition had completed their fixtures, even when they had no chance of the shield. He admired the team work of the players, and congratulated the winners of the Senior and Junior Divisions. Thanking those who had helped Mr. Wood especially mentioned Messrs. Wong Sik Kwai, Leung Shiu Sang, and Mr. Richard Shim of the Ying Wah College.

Mr. E. G. Stewart was also thanked for his very willing help, and Mr. Wood wished the Hong Kong Basketball Association the best of success. The prizes were then distributed to the winning teams and the exhibition match between the Senior Winners and the "Rest" was played.

The exhibition match resulted in a win for the St. Paul's College team with 30 points to the "Rest's" 17.

BILLIARDS.

CHINESE Y.M.C.A. BEAT CATHOLIC UNION CLUB.

The friendly billiards match between the Catholic Union Club and the Chinese Y.M.C.A. played at the Y.M.C.A. Building on the 15th inst. resulted in a win for the Y.M.C.A. team. There was a very keen contest and the highest break (32) was made by E. Nuttall.

The result is as follows—

Chinese Y.M.C.A.	Points
1. K. C. Leung	150
2. W. L. Wong	150
3. T. C. Cheak	139
4. K. S. Sian	130
5. K. S. Mah	110
6. P. S. Piew	130
Total	859

Catholic Union Club.

Catholic Union Club.	Points
1. J. Remedios	53
2. E. Vas	98
3. E. Nuttall	150
4. P. Castilho	133
5. M. Baptista	130
6. E. Remedios	137
Total	721

DAVIS CUP TENNIS.

INDIA IN THIRD ROUND.

(THROUGH REUTER'S AGENCY.)

Zurich, May 14th.
In the second round of the Davis Cup Competition played here between India and Switzerland, the former team won by three matches to two and qualified to meet the winner of the Roumania-Italy match in the third round.

FOOTBALLER MINISTER.

LIVERPOOL PROFESSIONAL ACCEPTS A CHURCH POST.

Mr. James Jackson, the youngest elder of the church and a Liverpool football club professional player, has accepted a unanimous invitation from the session and congregation of the Shaw Street, Liverpool, Presbyterian Church of England, to become honorary assistant minister to the Rev. J. Gordon Macleod.

His new appointment will not interfere with his football career, which he will continue until his studies have been completed. He has been a frequent preacher in Liverpool.

LADIES' OPEN GOLF CHAMPIONSHIP.

DEFEAT OF FRENCH HOLDER.

MISS COLLETT'S PROGRESS.

(THROUGH REUTER'S AGENCY.)

London, May 14th.

The British Ladies' Open Golf Championship opened at Hunstanton to-day in extremely unsettled weather, cold and windy. The championship is decided by match play and there are 168 entries, including representatives of Australia, America, France and Germany. The sensation of the first round was the defeat of the holder, Madeleine Simone de la Chaume, Miss Glenna Collett (America) winning by three up and one to play.

In the second round, Miss Collett defeated Mrs. Shirley Lamplough by seven and six.

In the third round Miss Collett beat Mrs. Temple Dobell, of Bromborough, British Champion in 1912, by 3 and 2.

COUNTY CRICKET.

JUPP'S FINE BOWLING.

Thanks to Jupp's fine bowling, Northants were able to finish their match against Worcester in two days. Northants won a game of low scores by 6 wickets.

Worcester 83 (Jupp 3 for 29) and 188 (Jupp 4 for 59).

Northants 173 (Tarbox 6 for 59) and 97 for 5 wickets.

NAME KEPT SECRET.

FIANCE OF GIRL IN ILLEGAL OPERATION CASE.

At Marylebone Police Court Edith Margaret Power, aged 32, a milliner, of Portdown-road, Maida Vale, W., and Mrs. Susannah Griffiths, aged 42, of Glyn Villa, Llysnydder, Forest Fach, Swansea, were charged on remand with illegally using an instrument on Ivy Calver, aged 20, of Fulbourne-road, Walthamstow.

Miss Calver had been employed by the same firm of milliners, Power and was alleged to have been introduced by Power to Mrs. Griffiths, who was accused of having performed two operations upon her at Mrs. Power's home.

Mr. Wallace, for the Director of Public Prosecutions, applied that the name of Miss Calver's fiancé should not be disclosed in open court. This young man, he said, was going to marry Miss Calver in a few days. He was employed by a firm who did not allow their staff to marry until they reached a certain age. He had not attained that age, and if his name was published in all probability he would lose his position.

Miss Calver gave evidence and was allowed to write her fiancé's name on a piece of paper, which was handed to the clerk of the court.

In cross-examination by Mr. Samuel Coleman, for the defence, she said she begged Mrs. Power to help her, telling her that her parents would turn her out of doors if anything happened to her. The £3 10s. paid to Mrs. Griffiths was borrowed by her fiancé, but Mrs. Power did not ask for a farthing.

A further remand was ordered.

MORE EMPIRE TOBACCO.

SUCCESS OF CROPS IN NEW ZEALAND.

WELLINGTON, N.Z.

Last year the Nelson tobacco-growers began raising tobacco for export, and since then the industry has steadily grown in popularity throughout the Dominion.

Last season the Nelson growers had about 300 acres sown with tobacco, and this crop was subsequently sold under contract to an English firm. The area sown this year is double that of last year, and the same firm is prepared to take all the leaf provided that when cured it is up to the standard set by the Government grader.

A striking example of the spread of the industry is that tobacco culture has been started in other parts of New Zealand. It is thought that the fine, dry climate of Tauranga will provide the light kind of soil for tobacco planting.

The Galloway Experimental Farm, Central Otago, has also raised a tobacco crop. Although the crop was sown purely as an experiment, it has proved very successful. Inquiries as to tobacco culture are pouring into the Department of Horticulture, and before long it is thought that there will be planting in most fruit-growing districts.

ANGEL OF THE FOURSOMES.

SOCIABILITY & JOLLITY CUT-THROAT HOSTILITY.

ST. ANDREWS HILARITY.

(BY SIR E. HOLDENESS.)

On the merits of foursomes there are different opinions. Probably the majority of golfers never play a foursome from one year's end to another, with the exception possibly of a family game on a summer's evening or on a holiday by the sea-side. On these occasions it will be treated as a parental duty or a form of light entertainment, but it is not likely to be considered suitable for the regular business of week-end golf.

It is significant, however, that of the new competitions inaugurated since the war none have received more support or given greater pleasure than the mixed foursomes held at Worpleston in October and the Public School foursomes held last week at Deal for the Holford Hewitt trophy.

It cannot be said that the latter could have proved so cold-blooded singles. Foursomes amongst women have also been a success. The London Ladies' foursomes are as widely patronised as the men's, and handicap women have shown their appreciation of "Eve's" foursomes so handsomely that that event has generally to be run with a relief section.

Independence.

Foursome competitions are popular. Of that there is no question. There is probably room for many more in club and local meetings.

Psychologically there is a vast difference between a foursome and a single. This probably explains why some persons like it and others do not. Some like the independence of a single and dislike and mistrust a partner over whose actions they have no direct control.

There are others who like to feel the assistance of a fellow-labourer who will pull them through or share their misfortunes good-humouredly. To these a foursome is a more sociable and jolly affair than the grim, cut-throat hostility of a single. It is not so personal or vindictive, and the division of responsibility eases the burden of the contest.

The partner who gets all the short putts of an awkward length and holes them, as he should, is a comforting angel who soothes and enables one to admire the beauty of the landscape in the long intervals of one's own part.

Partner First.

There is, of course, another side to the picture. In a foursome there is a responsibility not present in a single. There is the obligation to think first of the partner to make sure of putting one's drive on the fairway and never to take an indefensible risk.

To some natures this obligation is tedious and irksome; to others it is wholly salutary, for it incites them to concentrate and play with greater care than they would otherwise do.

When things begin to go wrong for one's side this sense of obligation may produce disaster, because the longer interval between the strokes, which permits of longer time for reflection, chills the blood and excites the fantasies of fear. A bad stroke in a single is annoying and disturbing, but in a foursome it may amount almost to a criminal act. A foursome demands, therefore, a higher form of self-discipline than a single.

The reason commonly alleged for dislike of the foursome is that it does not afford the player the same number of strokes. Everyone wants to play well, and, naturally, he feels that the more shots he has to play the better he will do so.

Happy-Go-Lucky.

This is far from the truth. The mental attitude to the game is of more importance to success than the number of shots played. If the effect of a foursome is to induce greater care and precision, as it undoubtedly was with most persons, it is more likely to improve a golfer than any other form of the game, certainly than the four-ball which is a happy-go-lucky form of amusement.

It is a weakness of golf that it is not a team game as well as an individual one. If it were, its popular appeal would be even greater than it is, for man is a gregarious animal and likes to play with as well as against his fellows. This is especially true of children.

I remember one summer holiday when we played six a-side, each armed with a separate club, either side under the control of a captain whose business it was to order the right club for the right occasion. The delight of the children was indescribable. I have seen the same game played by adults in dinner jackets upon the sacred links of St. Andrews, and the hilarious gaiety of the proceedings so astonished the local inhabitants that they collected in crowds to witness them.

A Suggestion.

It would be improper that the royal and ancient game should be shamed into a rowdy form of hockey. (Continued on next column.)

PREHISTORIC ANIMALS.

HOW THEY ARE RECONSTRUCTED.

A "SHERLOCK HOLMES" PROCESS.

(By W. E. SWINSON, Paleontologist at the Natural History Museum, South Kensington.)

Every now and then public attention is focused upon the discovery of the fossil remains of a prehistoric animal or reptile such as the recent find of relics of a plesiosaurus in Warwickshire.

Any such discovery also throws into prominence the existence of models of prehistoric animals like those shown in the Natural History Museum—models of strange creatures existing long before man first trod the earth. The man in the street is told that these models are based on the finding of fossilised remains, and not unnaturally he asks: How does the scientist know? Actually, any reconstruction of this sort is based partly on certain knowledge and partly on a form of deduction similar to that practised by Sherlock Holmes.

The scientist does not dogmatically assert that this is a plesiosaurus exactly as it would have appeared had you been alive to see it. He merely puts his model forward as a very likely approximation which you are at least asked to take on trust in part.

Imagine some remote period in the future, when man as we know him has completely disappeared from the face of the earth. Suppose the then living inhabitants of the world to be of an entirely different and distinct type from man, and imagine what difficulty they would have in reconstructing his exact appearance on the basis of the chance discovery of a skull, a thighbone, and a few ribs!

Some Degrees Of Confidence.

The position when one comes to make models of prehistoric animals and reptiles is rather similar. Up to a point, one can reproduce them with some degree of confidence; past that point conjecture begins to play its part. We know a great many things about the dinosaur, but if someone asks whether it laid eggs or whether its young were born alive the only answer is, "We know that some dinosaurs did lay eggs—we have them." And as to the sort of noise it made, whether it bleated or screamed or shrieked, we have to confess complete ignorance.

The measure of success which has been achieved in the matter of showing people what prehistoric animals were like is due to the existence of certain reliable signposts.

The study of comparative anatomy helps enormously. Inferences can be drawn from the fact that the habits of an animal impress themselves upon its anatomy. Its bones reveal whether it was a sea or land animal. And even if a species is now extinct, light is thrown on its probable characteristics by species of a similar kind now extant.

Filled In By Deduction.

Again, the amount of data available in the form of fossil remains varies. Sometimes a large portion of the skeleton is discovered, making reconstruction fairly simple to the expert, as with the plesiosaurus recently found in the Warwickshire quarry. Here we were lucky enough to find the whole of the vertebral column and about half of the limb bones, leaving a large gap, but not a very large gap, to be filled by the skill and deductive power of the expert.

When the fossil remains are fixed firmly in a bed of rock, technically known as the matrix, skilled work is necessary to extract them therefrom. There is a long, arduous, and delicate task, undertaken at the museum by a skilled operator with an instrument similar in nature but, of course, much smaller than the road drills so frequently seen at work on the London streets. Bit by bit he chips away the rock which encloses the bones; not only must he be a skilful manipulator of his instrument, but he must also know something of the construction and types of bones, or he could very easily run valuable specimens. Occasionally when the remains have been extracted, a model based thereon is made and placed in the museum galleries for the public to inspect.

There is no gainsaying that models are largely guesswork. But time has proved these guesses to be extraordinarily correct.

but a foursome is a most dignified ceremonial and a social amenity which will increase in value. Not only has it proved itself popular as a form of competition, but as an antidote to "mental stagnation" from which golfers often suffer it is greatly to be recommended.

What a pity that in the crowded golfing calendar there is not time for a national foursomes championship. May it not be that some day an enterprising organiser may endeavour to run this event in conjunction with the singles championship, as is done in tennis at Wimbledon! Perhaps the women, who have more leisure, may show us that it can be done.—Evening Standard.

THE WORLD TOO FEMININE?

MAUD DIVER'S COMPLAINT.

DEARTH OF HEROES IN WOMEN'S NOVELS.

"Modern life is becoming over-feminised—and so is the modern novel!" said Maud Diver, author of "Captain Desmond, V.C.", whose "grandson" will appear in the new novel she is writing, a continuation of "Lonely Furrow," her recent success.

Four Out Of Six Novels By Women. "I happen," she said, "to be reading a good many new novels just now to keep in touch with my nineteen-years-old heroine of to-day. Roughly four out of six are written by women about women."

"And if these new women writers portray men with any detail these characters are apt to be feminised too. They are increasingly apt to be artists or authors; seldom, if ever, soldiers or men of action."

"I usually make a little bet with myself before opening a new novel that the leading character will be a writer. One excellent first novel, 'Cullum,' by a young woman writer, E. Arnot Robertson, actually went one better by portraying two literary people as hero and heroine."

"Manly Men" At Discount.

"Many men are, more or less, at a discount to-day. Motor-bicycles and silk stockings, I have heard it said, have been their undoing. An Indian Army colonel told me sorrowfully that twenty years ago he got subalterns who brought their guns and polo ponies to the hill stations. Now they bring gramophones and dance and play golf—and complain that they are bored!"

Sports Clothes—But Feminine Minds.

"Gradually, I think, men novelists are going back to the romantic, adventurous, masculine kind of story. Look at John Macniff, Somerset Maugham, and P. C. Wren! But to judge from the increasing output of novels about women it is the heroine rather than the hero who interests the great mass of modern women readers. The manliness of Eton crop and sports clothes seems to conceal a lack of interest in all else masculine."

"Twenty years ago, when women were more prone to admire 'manly men,' women writers—there were fewer than now—made the male character the centre of our stories. This meant that at a time when women's interests were supposed to lie in the home women novelists were dealing with men's lives and feelings."

When Women Writers Dreamed Of Battle.

"The early works of May Sinclair and Sheila Kay-Smith were full of strenuous action. Flora Annie Steel, who had then been writing for some time, had the same masculine quality."

"It was less possible then than it is now for women to lead the life of men of action. But the imagination, which it is not the fashion to trust now-a-days, is often miraculously true to reality."

"You ask if life in India did not give me some knowledge of regimental routine. But it was not till I was 40, with my son at a public school, that I began to write about the Indian Army. It was then, living quietly in England, that I tried to project myself into a masculine life of action and movement."

Happy, Social Life In India.

"Living in India for seven years from the age of 18, I had led the happy, social life of the young girl of the time, acting in amateur theatricals, playing tennis, and not thinking of collecting material for military novels. There were dances innumerable to which I used to ride, sitting sideways in the saddle without using the pommel, a shawl over the wide tulle skirts that were the fashion."

"This was hardly a masculine life. But, as I have said, women writers were not afraid to project themselves into the lives of others, instead of turning their attention inwards upon themselves. They were also unafraid of having hearts and feelings."

Solid Books For Leisure Readers.

"This did not mean a stream of sentimental nonsense. Readers of twenty years ago were people with ample leisure for long, thoughtful books. But if the books were longer, they were fewer. Yearly their numbers increased, and yearly the world grows more restless, till one wonders who finds time to read all of them—unless it is infants and invalids. Yet the spate of novels continues, without so much as a 'close season,' once a year."

"Sometimes, compared with the carefully constructed stories of 20 years ago, they are sheer 'mental babble.' Women are inclined to be garrulous, and the 'stream-of-consciousness' novel gives them their head!"

"But the psychological novel of mood can be done superbly well. Though I feel that the modern novel is over-feminised, I am still devoutly thankful for the genius of women writers like Virginia Woolf."

ROUND THE POLICE COURTS.

CAR RUNS AMOK AMONG RICKSHAS.

A DUMB YOUNGSTER'S ADVENTURES.

Among the cases which came before the Magistrates yesterday was one in which a deaf and dumb Chinese lad was charged before Mr. W. Schofield at the Kowloon Magistracy with driving a motor-car without either the owner's permission or a licence, and in a reckless manner, causing damage to thirteen rickshas.

The mother of the youthful adventurer was in Court and gave way to a flood of tears when it was stated that the damage to the rickshas was \$215, while the motor-car was damaged to the extent of \$110. With the aid of signs in which the woman helped, it was elicited that the lad turned a corner too quickly when he was chased by Sub-Inspector Nicol and ran into a row of rickshas. Defendant also declared that he had the permission of the owner to take the car out. This was denied by the owner, who said he was at the time in Hong Kong and the car was left in a garage in Canton Road.

In reply to his Worship, Sub-Inspector Nicol agreed that there was no prospect of recovering any money to cover the damage. The defendant's mother was only a hawker.

As the defendant was a youngster and afflicted, his Worship imposed the lenient penalty of eight strokes with the cane.

THEFTS IN THE PEAK DISTRICT.

In charging a Chinese named Yung Yuen Man with theft of several articles from residences on the Peak, Chief Detective Inspector Murphy told the Magistrate (Mr. R. E. Lindell) that the defendant had a bad record and had twice been banished from the Colony. In view of this a remand was asked for to consider the advisability of applying for a committal to the Sessions.

The man had previously admitted thefts from five bungalows. The charges against him were of stealing a silver clock from No. 43, The Peak, on March 2nd; a camera from No. 4, The Peak; and a silver clock from the Victoria Hospital.

Asked how the defendant managed to gain access to the houses, C.D.I. Murphy said that he simply walked in and helped himself to the things. Since the man's arrest, he had assisted the police in tracing the stolen property to the pawnshops.

The C.D.I. added that with one or two exceptions he did not think that the police could prove negligence against the pawnbrokers, and the accepting articles. Two of the clocks bore monograms, and the police would consider what action to take against the men who accepted these articles.

Defendant was remanded in police custody until Friday next.

THEFT FROM MESSRS. BAILEY'S.

A charge of the larceny of a white metal casting from Messrs. W. S. Bailey's shipyard was brought against a Chinese at the Kowloon Magistracy.

The defendant was alleged to have been seen by two Indian watchmen approaching the main entrance carrying a sack. On noticing that the watchmen were walking towards him, the man dropped the sack and bolted. He was later found hiding behind some bushes.

Mr. W. S. Bailey stated in evidence that the incident was reported to him on Friday afternoon when he found the two watchmen in an excited condition.

The case was adjourned.

"BOOTLEGGER" CONVICTED.

A Chinese, described as a "Bootlegger," appeared before Mr. R. E. Lindell at the Central Magistracy for being in possession of 23 tins of opium and a bottle of "home-made" brandy.

Senior Revenue Officer Watt prosecuted and said that two men were arrested as a result of a raid on No. 5, Chi Loong Street.

One of the men who was on bail at \$150 failed to make an appearance and his bail was accordingly forfeited.

The other defendant, admitted possession of the opium as well as the "home-made" brandy. For possession of the opium the Magistrate imposed a fine of \$50 or four weeks' jail, and for possession of the liquor there was a further fine of \$10 in default of which an additional week's jail would have to be served.

GIVING MEDICINE AWAY FREE!

Charged with lawking medicine without a licence, a Chinese put forward the extraordinary plea that he was merely giving the stuff away. He professed to have some knowledge of Chinese medicine, and those who consulted him had to pay a fee, but got the medicine free.

Major Willson fined the man \$4, or seven days' hard labour.

UNAUTHORISED COLLECTOR'S UNLUCKY DAY.

Representing himself as an unauthorised collector of funds for the Han Man Temple of Yumaiti, an elderly Chinese appeared before Mr. W. Schofield at the Kowloon Magistracy, on the charge of attempting to obtain 20 cents from a female inmate of No. 16, Reclamation Street, by fraud. Inspector Fallon said that the defendant approached the complainant and asked for a small donation for the Temple. A Chinese detective who by chance happened to be visiting some friends at the house questioned the defendant's authority to collect the money.

Subsequent investigations from the Secretary of the Temple in question revealed that the defendant had no authority whatsoever.

The defendant also had a book in his possession which contained names of other unlucky donors.

The Magistrate imposed a fine of \$50 with the alternative of three weeks' hard labour.

TRIED TO BRIBE A CONSTABLE WITH 5 CENTS.

A Chinese who appeared before Major C. Willson on charges of causing an obstruction in Bonham Strand E. and offering 5 cent bribe to the Indian constable, said that the constable asked for twenty cents whereas he could only give him five, and that he was arrested because he did not give the amount the constable wanted.

The constable denied this in the witness-box and the Magistrate convicted the defendant and imposed a fine of \$2 for obstruction and another \$3 for offering the bribe. The alternative was eleven days' jail.

BLUFF THAT FAILED.

Major C. Willson sentenced a Chinese to six months' hard labour, to be followed by two years' police supervision, for stealing a number of articles from the servants' quarters at No. 20, Macdonald Road.

The defendant was stated to have walked into the servants' quarters and after collecting a felt hat, a raincoat, and a chopper calmly left the premises. He was later arrested by the police.

AN OLD FRAUD AND HER CONFEDERATE.

Two Chinese women were charged before Major C. Willson with being in possession of furtible Chinese wines.

Senior Revenue Officer Watt said that he arrested the defendants in Connaught Road Central just after they had disembarked from the s.s. Kong Sai.

The first defendant, an aged and crippled woman, said that the wine belonged to her, and the second defendant said that they were both passengers on the s.s. Kong Sai and that she carried the wine ashore as an act of kindness towards the old woman. She was not aware of the regulations or she would not have done so.

Revenue Officer Watt told the Magistrate that the first defendant was a well-known figure on the water-front. She took responsibility for the wine because she thought that being old and crippled she would get off more lightly than her companion.

The Magistrate imposed a fine of \$50 or four weeks' imprisonment on the old woman, and fined the second defendant \$25 with the alternative of "two weeks' hard labour."

SNATCHER PUNISHED.

Having no better excuse than that he was given the handbag by another person and told to run, a Chinese snatcher was sentenced to six months' hard labour and twenty strokes with the birch.

The defendant snatched a handbag from a Chinese lady in Lee House Street at about 11 p.m. on Monday night, the contents of the bag, however, were not of much value, being some keys, a handkerchief, and forty cents in money.

Having made his lame defence defendant added that he had only just arrived from the country four days ago.

The Magistrate having remarked that the man's own defence was as good as an admission of receiving imposed the above sentence.

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Side-Car Owners Warned by Police—British Bid for Speed Records—Gallant 8 H.P. Singer—Milan-Munich Air Line—Short Circuits.

MOTOR NOTES.

STUDEBAKER WINS POPULARITY CONTEST.

FIRST NINE AMERICAN CARS.

A popularity contest held at Sydney, Australia, in aid of charity resulted in a win for the "Commander" model of the Studebaker Company. The proceeds of the Competition were given to the fund for building a holiday home for the city's children. Buick Car took second place, and the remaining nine places were taken by American cars.

PACKARD CAR DOES "IMPOSSIBLE."

San Francisco is well known for its steep hills, and of these "Baker Street" is the most treacherous. The hill has formerly defied any motor vehicle to climb it in "top" gear, and many attempts made by manufacturers in America proved fruitless.

The Agent for Packard Cars in California decided to try his luck and the public flocked up the sides of the "mountain hill" for the event.

A Phaeton Packard Eight was chosen for the test, and was brought to a dead stop at the bottom of the hill. The driver started in second gear and quickly changed into top. Gathering speed inch by inch the car continued to climb steadily, and before long the spectators had witnessed the "impossible" accomplished, and the car swept over the top.

STANDARD OIL EXPERT ON "RUNNING IN."

Speaking before a number of engineers in America recently, Dr. R. E. Wilson, of the Standard Oil Co., gave it as his opinion that the instructions ordinarily given to the owner of a new car to drive it at only 20 m.p.h. or so for the first 500 miles are entirely wrong. He stated that at this low speed the bearings are always completely separated from the journals, by thick oil films, so that the surfaces undergo no running-in or smoothing effect; consequently, according to Dr. Wilson, the owner, who proceeds to run his car "all out" at the completion of 500 miles covered at low speeds is just as likely to cause bearing seizure as if he had run all out at the start.

Dr. Wilson's advice is that the owner of a new car should indulge in short bursts of full-throttle high-speed running, not long enough to cause risk of seizure, so as to load the bearings temporarily to smooth the surfaces.

He also expressed the opinion that the running-in period should no longer be left to the owner's responsibility in any but low-priced cars. The short periods of high-speed running advocated have also the advantage of flinging copious supplies of oil up on to the cylinder walls, so assisting piston lubrication.

STUDEBAKER CO. AGREES.

That there must be some truth in his statement is shown by the concurrence of the Studebaker Company. They have recently announced that it is totally unnecessary for their cars to be "run in" at low speeds of 20 m.p.h., but they attribute this to the sound workmanship of their cars.

THE "YOUNGER SET" AND THE CAR TRADE.

One of the deciding factors of the automobile trade is the acceptance of the new models by the "younger set." A car to-day, to be a success, must win favour with the younger folk.

Many manufacturers are realising this important fact and are turning out new models made especially for this class of buyers. The Managing Director of the well known "Jordan Car" was the first to realise this, and for several years has been dissecting his sales to the younger set. His advertising is addressed to them, and his cars have been built with their needs in mind, and they have responded, as youth will, to his appeal.

The Jordan cars are steadily increasing their business. (Continued on next column).

SIDE-CAR OWNERS WARNED BY POLICE.

MOTOR-CYCLE DRIVERS TOLD TO DISPLAY HEAD AND TAIL LIGHTS.

Drivers and owners of motor-cycles having side-cars came in for a warning at the office of the Chief of Police. Colonel Green called attention to Article 34 of Section 3045 of the Automobile Law.

The law, briefly, specifies that motor vehicles having a width of one metre or more shall display the head and tail lights prescribed for all automobiles. This clearly takes in motor-cycles with side-cars.

When asked if two small lamps on the front of such a vehicle would comply with the law, Colonel Green pointed out that the regulation calls for lights similar to those on motor-cars.

Although the law has been in effect for some time, the police chief said that violations of the ruling by motor-cycle owners will not result in arrests. He feels that sufficient warning should be given owners that they may procure the equipment. At the end of such time, however, notice will be given the local traffic organization to pick up all violators of the regulation.

THE 1928 SENIOR SINGER ON THE ROAD.

The motor correspondent of the *Daily Mirror* has taken the senior Singer Model on a road test, and says, "For £250 you cannot, even to-day, get everything you want, but I shall be interested to try the car, sold at that price, that gives you more than the 'Senior Singer'."

The car performed admirably on the road test, and against a slight head wind the car did an easy 40 odd m.p.h. The maximum speed attained was over 47 m.p.h. The Devandre Servo four-wheel brakes gave the driver a feeling of confidence at speed, and pneumatic upholstery is a matter of hearty congratulations to the Singer Company.

SECOND ONLY TO THE FORD.

According to the latest estimates available, General Motors employs 170,000 persons in 33 cities of the United States. Their payroll amounts to \$312,000,000 a year. About 14,000 people work directly for General Motors in more than 100 other countries. This makes a grand total of 184,000.

This does not include the dealers and salesmen who would swell the total to nearly 700,000. Then think of the 67,000 stockholders, and the hundreds of thousands of men and women working for the 5,000 manufacturers from whom General Motors buys materials.

Add in the millions of people who own General Motors products. And, don't forget the dependents of the persons who are getting their incomes, all or in part, from General Motors.

Anything under 15,000,000 is too few for the total number of persons who are interested directly or indirectly in General Motors present and future.

1,000 IN NIGHT RIDE.

Nearly a thousand people took part in the Motor-Cycling Club's London-Land's End trial which began from Slough, Bucks, at eight-thirty on a Friday evening.

Over 500 of those taking part were competitors, and all types of motor vehicles, ranging from feather-weight solo motor-cycles to powerful saloon cars, were engaged.

The standard of performance required for a first-class award was identical in each case. Women were not allowed to compete, but hundreds occupied the passenger seats.

Competitors, whose scheduled time was well maintained, say the night run was the best on record, the weather being mild, the roads dry, and a brilliant moon overhead.

The severest test came when the Somerset hills were reached, and there were over seventy failures in climbing Beggar's Booby Hill. One competitor turned a complete somersault, and others found themselves going backwards. Hundreds of spectators assembled to watch the climbing of Porlock Hill, where an enterprising farmer levied toll on the crowds standing in his fields.

Over five hundred of the vehicles, dusty and bearing other signs of a long and arduous journey, arrived in Penzance the following night.

BRITISH BID FOR SPEED RECORDS.

NEW PILOT FOR 340-M.P.H. SEAPLANE.

Flight-Lieutenant David D'Arcy A. Greig, a twenty-eight-year-old Scotman, it was announced on April 23rd, has been appointed to command the Royal Air Force High-Speed Flying Section, Felixstowe. He will go into practice forthwith.

He will probably pilot the Supermarine S 5 seaplane in the forthcoming attempt to break the world's air speed record. The machine is credited with a maximum speed of 340 miles an hour.

Flight-Lieutenant Greig had a wonderful escape from death recently while carrying out tests in connection with the problem of "spin." His machine became out of control at a height of about 10,000 feet. He abandoned it, and descended by parachute, the machine being wrecked.

Two Challengers.

Major Segrave and Captain Malcolm Campbell will both try to break the world's motor-car speed record from Mr. Day Keesh, the American racing driver, who on Sunday attained a speed of 207.53 m.p.h.

"I have a novel motor-car," said Major Segrave to a *Daily Express* representative, "but I cannot say anything more about it now for obvious reasons. We realised that a new record was going to be set up; it was bound to happen, once the Americans started to put their backs into it."

As soon as I knew what was going on, I went ahead with the design of a new motor-car; this design is now complete. We shall begin building it soon, but it takes time."

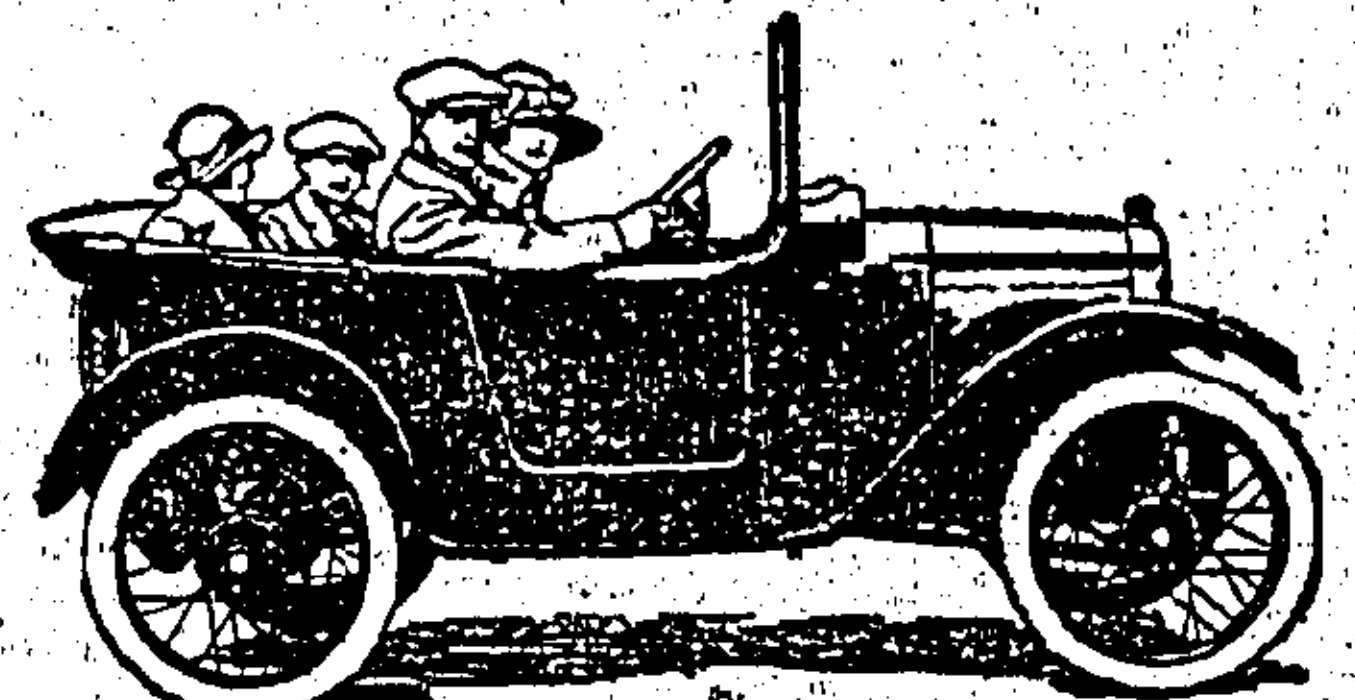
Captain Campbell said: "I am going to have another shot in a month or six weeks. I shall probably make another attempt at Pendine Sands, Wales."

A *Reuter* message from Daytona Beach says that Mr. Keesh believes that he reached a speed of 220 m.p.h. on one run, but the official electric timing device failed. Keesh's right arm was burned when the motor backfired during the last run, spraying his body with blazing petrol.

BE HAPPY AND SAVE MONEY.

A Sound Working Theory of Life in the Far East, made possible to every Owner of an

Austin



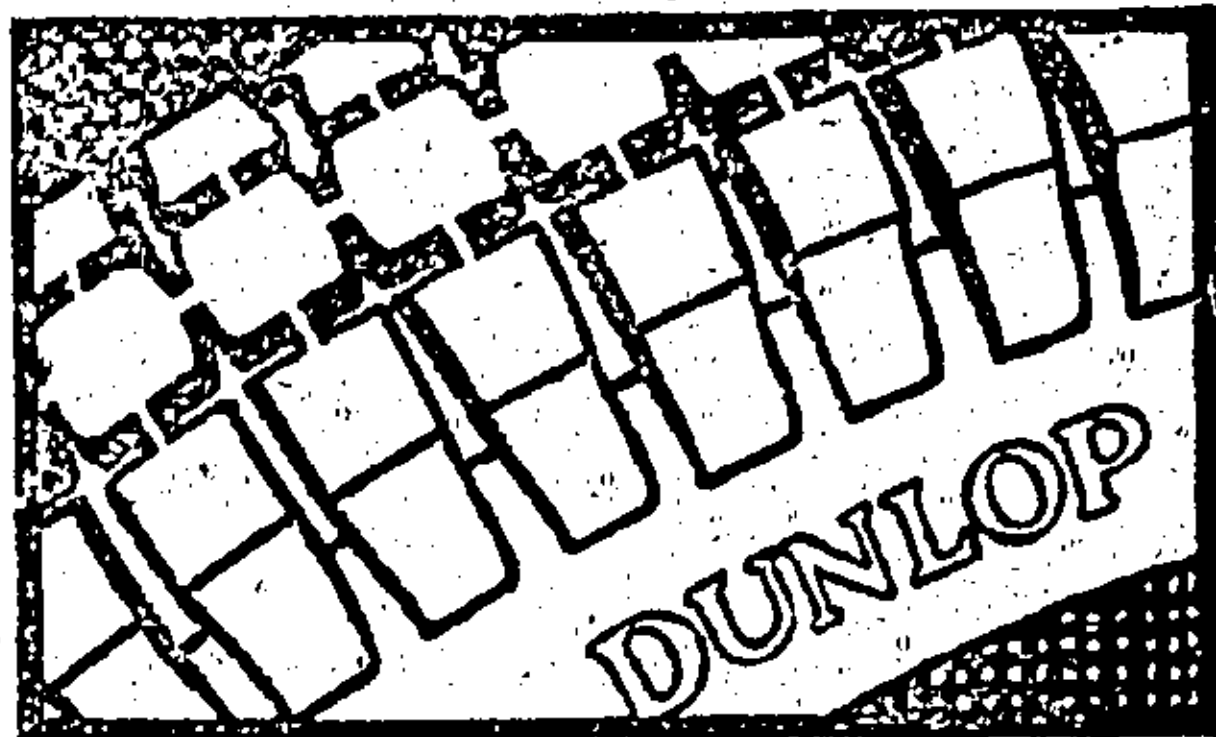
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[A.R.S.]

WHEN ladies started cycling thirty-one years ago they rode on Dunlop tyres. And the lady cyclist of these days accepted Dunlops as a matter of course. You wanted a pneumatic tyre—you ordered a Dunlop. A Dunlop tyre was no novelty to them. Simply because even at that time Dunlop had been making tyres for ten years. To-day, of course, Dunlop have been makers—and the leading makers—of pneumatic tyres for forty years. There's a deal of experience to be gained in forty years of tyre making for every kind of vehicle running on every kind of surface, and at speeds ranging from the 20 miles per hour of the early motor carriages to the 203.8 miles per hour of Segrave's Sunbeam.



Only DUNLOP Experience covers the whole history of the pneumatic tyre

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MADE IN ENGLAND

DUNLOP RUBBER COMPANY, LIMITED.

LOCAL BRANCH:
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NEW LUXURY COUPE.

WINS APPROVAL AT AMERICAN MOTOR SHOWS.

Few cars exhibited at the leading 1928 motor shows in the United States attracted more attention than the De Luxe 2-passenger coupe introduced by the Stearns-Knight Sales Corporation of Cleveland, makers of both six and eight cylinder cars of the luxury class. Innovations are introduced in the lines and appointments of this vehicle and it presents a luxurious appearance with its rakish rumble seat built into the rear deck to accommodate two additional passengers.

Mounted on the 137 inch De Luxe chassis, the coupe interior is upholstered in soft leather, with

optional colour combinations. The wheels are also supplied with either wire spokes or wood, and spares may be carried either on the running board or at the rear.

There is a window in the rear which may be raised or lowered to provide a means of conversing with passengers in the auxiliary seat—a feature often lacking in cars of similar type. The same attention to detail has been shown in every phase of manufacture, with the result that the new De Luxe eight-cylinder 2-passenger coupe has had an unusually favourable reception among motor-car enthusiasts.

The power plant employed in this model is the Knight double-sleeve straight eight, Stearns-Knight being alone in this field in America. Since the initial introduction of the Stearns-Knight Eight a year ago, it has won a conspicuous place among the leading cars of America in the luxury class.

NEW STUDEBAKER President Eight

80 miles per hour... 100 horsepower

"Magnificent!"... you will say when you first see Studebaker's new President Eight. Aristocratic body lines. Distinctive body colours. Interior richly upholstered.

"Marvelous!"... you will say when you first ride in Studebaker's new President Eight. 131-inch wheelbase, hydraulic shock absorbers, balloon tyres and deep upholstery ensure greater riding ease. 100 horsepower 8-cylinder engine permits 80 miles per hour.

"Unbelievable!"... you will say when you learn the low price of Studebaker's new President Eight—less than half the price of any other car of equal rated power! Studebaker's enormous buying and manufacturing facilities, rigid quality standards and precision manufacturing save you money in the new President Eight.



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MOTORING NOTES (CONT'D.)

GALLANT 8 H.P. SINGER.

5,671 MILES IN 144 HOURS.

MR. E. W. DEELEY EXPLAINS HIS FEAT.

Mr. E. W. Deeley, manager of the Aylesbury Motor Co., has an optimistic outlook upon life. His love for tackling difficult tasks with a minimum of fuss and preparation recently induced him to attempt to drive a two-seater 8 h.p. Singer car from London to Edinburgh and back within 94 hours, and despite the extraordinarily adverse weather conditions he came within a few minutes of success. Within the last few days he and three comrades have driven the same baby car continuously for six days and nights at the Montlhery track, covering the astounding distance of 5,671 miles in 144 hours.

When a *Midland Daily Telegraph* representative spent an entertaining hour in his company, Mr. Deeley told the story of his latest adventure with an amusing air of unconcern. He might have been discussing a Sunday afternoon ramble, and Mrs. Deeley, who took the wheel during nearly 45 hours of the run, seemed to regard it as little more than a tedious interlude. Actually they had performed a remarkable feat, and had given their little Coventry car a test which called for material confidence in its abilities. They were rewarded when the little Singer car, practically "all-out," continuously for six days and nights, after which it was driven back, and when brought down from London to Coventry for examination it touched 50 m.p.h.

A Challenge.

The Montlhery run was the outcome of a challenge, accompanied by a small wager—nothing approaching the £5,000 one which has been referred to in the London Press—thrown out by the late managing-director of a well-known Italian motor firm. Mr. Deeley was asked if an 8 h.p. Singer could be driven continuously for six days and nights and covered 3,600 miles. "The Singer agent declared it could be done," hands down, "and as a matter of fact eventually covered the distance mentioned in two-thirds of the time allowed!" Such was Mr. Deeley's optimism that he originally contemplated sharing the 144 hours' task only with his wife, who is an experienced long-distance motorist, but he was later wise enough to enlist the services of Mr. Charles Graham (one of his salesmen) and Mr. R. Bicknell (one of the works managers of the Singer Company). With the exception of a Dunlop agent who assisted with the organisation, and a Frenchman to work their quick-filling B.P. pump, they had no staff, and did their own pit-work.

The car, which was perfectly standard except for the fitting of large headlamps and the dropping of the spare wheel, was driven to Newhaven, shipped to Dieppe, and run to Paris. When it arrived at the Montlhery track it was crowded with baggage to the amusement of the French officials. At 6 p.m. on Tuesday, December 27th, Mrs. Deeley took the wheel, and for the next six days and nights the baby Singer was driven around the track at a speed of between 42-45 m.p.h.

Gale, Ice, Snow And Darkness. Only when snow and ice made the track practically impossible, was this average reduced, and for one (Continued on next Column).

READER'S EXPERIENCE OF AN ERSKINE.

FRANK OPINION.

I have used one of these cars in connection with my business for the past five or six months, during which time it has covered 15,568 miles. It is absolutely reliable and a good starter, but judicious use of the carburettor choke must be made; this is gained by experience. I had the engine decarbonised at about 5,000 miles, but there was very little deposit. It has not been treated since, and is running perfectly. The engine does not become noisier with wear, but it was never very quiet at speeds above 20 m.p.h. or so. The steering lock is very good. The front seats are much too hot on a hot day. Have had trouble with brakes in my particular car, but this is the only real cause for complaint. Have used eleven tyres to date, and three more are down to the canvas. Makers seem unable to put brakes right. Except for this I am extremely satisfied with the car. After nearly 15,000 miles of rough going and high speeds, with very little attention the car is running as sweetly now as when new. I strongly recommend finding shock absorbers (for 74 extra), as bounce is liable to occur at 40 m.p.h. upwards. —ROY CAMPBELL.

period of 41 hours the ice was so treacherous that the little vehicle was held up. There was no artificial lighting on the track, and adventurous times were soon experienced. On the first evening a heavy gale swept around the track, making the car extremely difficult to drive, and tearing huge sheets of corrugated iron from the roof of the grandstand, sending them flying on and around the track.

During the second night, Mr. Bicknell became a victim to the monotony of the task and fell asleep at the wheel. The car crashed into the outer retaining wall, smashing wings and running board. The driver awoke with a start, straightened out, and carried on. After two days of gale-like weather, during which the speed of the car varied between 25-35 m.p.h. on different parts of the course, the third and fourth days were mild and spring-like. Then came snow, lying to a depth of 3-3½ ins, followed by extreme frost which turned the track into an ice-rink. Driving became a matter of the greatest difficulty, and eventually, after numerous dangerous slides had been rectified, it was found necessary to stop the run for nearly five hours.

During this time brand new tyres were fitted in the hope of obtaining a better grip, but they made no difference. Eventually the run was resumed, although it was found unsafe to drive at the previous speed. At one period ice formed on the wings to the depth of several inches, and had to be smashed off with a hammer. At the conclusion of the run the car was going as smoothly as did at the start, and nothing was done to it before commencing the return journey.

The main times put up were:—
Miles. h. m. s. aver. speed.
1,000 22 32 30 42.47 p.m.h.
2,000 47 5 44 42.45 m.p.h.
3,000 70 58 35 41.93 m.p.h.
4,000 94 46 14 42.2 m.p.h.
5,000 129 2 28 40.66 m.p.h.
5,500 140 10 52 39.23 m.p.h.
5,671 144 0 0 39.38 m.p.h.

—Hampered by ice and snow. The fastest lap of 49.0 m.p.h. was put up by Mr. R. Bicknell, while Mr. Deeley had the longest spell at the wheel (eight hours).

MILAN-MUNICH. AIR LINE.

BRITISH ENGINES CHOSEN.

Although the distance from Milan to Munich is only 225 miles, the journey by air is probably one of the most difficult, but at the same time picturesque, in Europe. The Avio Linee Italiane S.A. of Rome will shortly open this air line with a fleet of Armstrong Siddeley Lynx engine Fokkers.

Milan is only 600 ft. above sea level, and, as some of the Alps are over 12,000 ft. high, machines going north have only a few miles over the Italian plains in which to gain height.

The road south is not quite so severe because Munich is 3,000 ft. above sea level and the mountains

do not rise as abruptly as on the southern side.

Immediately after leaving Milan the machine passes over Monza, the famous motor racing track, and a moment or two later the easterly leg of Lake Como comes into sight. In front rise the majestic barriers of the Bergamase Alps topped by Mount Redorta, nearly 10,000 ft. high. The town of Sondrio is an easily found landmark with the river, road and railway jostling each other down a narrow valley running east and west. Snow clad pinnacles and fields of jagged rock now give place to the pasture of the valleys and the journey progresses over the Bernina Pass that joins St. Moritz with Tirano.

A few minutes later the stately Ortler, nearly 12,000 ft. high, is seen gleaming white, with a trail of green pastureland to its west, indicating the approach of the highest motor road in Europe. (Continued on next Column).

SHORT CIRCUITS.

NEED THERE BE ANY ELECTRICAL FIRE RISKS?

The remarkable experience related by a motorist who found his switch-box on fire, which resulted in its destruction and might have destroyed the car, prompts *The Motor* to ask why should there even be a (Continued on next Column).

Green valleys and snow-clad mountains follow each other in rapid succession, but gradually the country seems to take on a less cruel and jagged appearance. The mountains drop away towards the Bavarian border, and the last 30 miles further to Munich, the journey's end, is comparatively tame.

chance of such a dangerous occurrence? It really points to the fact that electrical equipment, despite its great development in efficiency and convenience, is not in every case strictly fireproof, and in the interests of popular motoring, and also that of the manufacturers of such equipment, it would be well to eliminate the dangerous factor, whatever it is.

A battery is essential to the equipment, and the energy it contains is instantly convertible into intense heat, given the simple condition of a short-circuit. It is an inherent property of the battery and cannot be eliminated or altered; otherwise it would not perform its functions. The crowding up of connections in switchboxes and insufficient isolation of the positive and negative sides of the circuit are points that previously have been criticised.

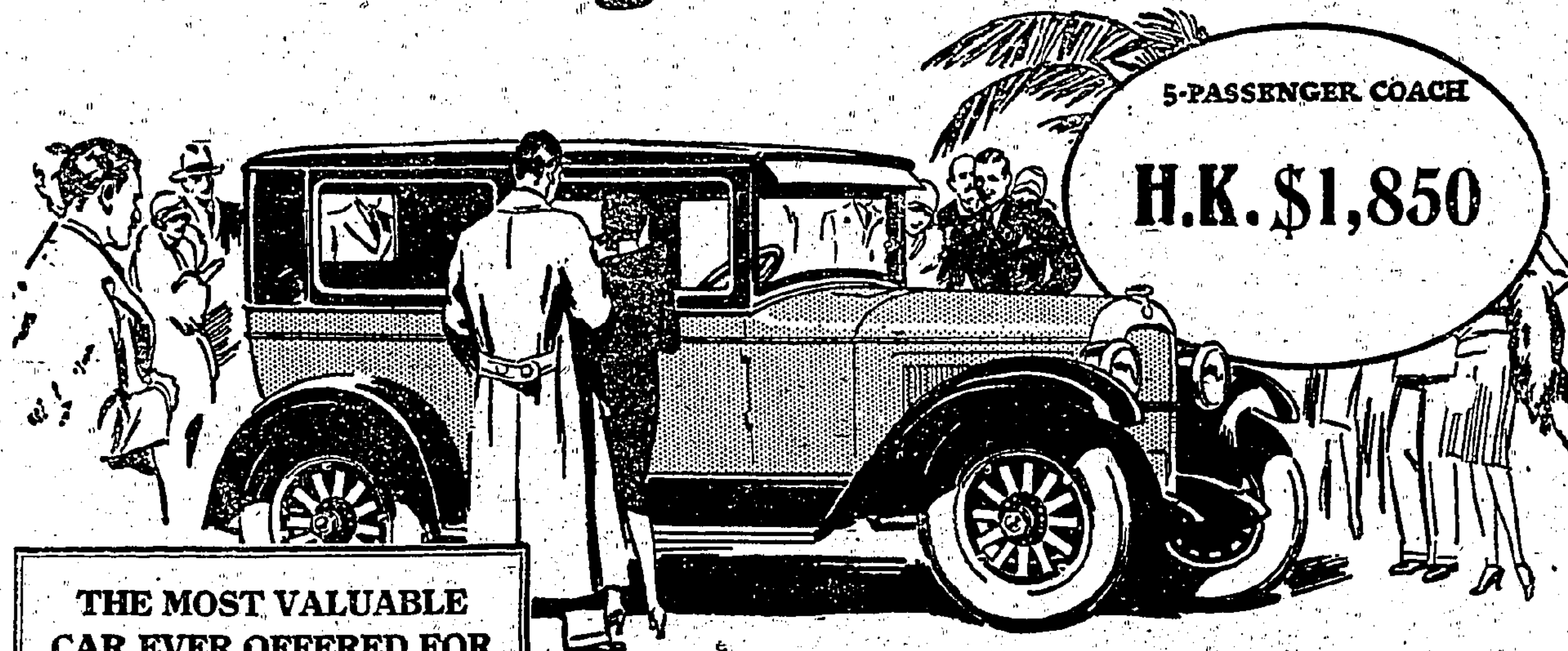
It should not, however, be impossible to construct a really fireproof

switchbox, considering the very low voltages which have to be provided for. Of course, it is not the voltage that does the damage, but the current, and a short-circuit, which in effect is "across the battery," may mean that anything up to 100 amperes of current is forced through a cable calculated safely to carry 10 amperes—if so much. Anyway, the wire becomes red-hot and sets fire to the insulation. A main fuse can be used to protect all wiring with the exception of the starter cable, which in any case ought safely to carry more current than the battery can discharge on short-circuit.

What objection, also, is there to an isolating switch to cut the battery off from the wiring? True, it means one more switch to manipulate, but many car owners would feel that the car was all the safer if on putting it away there was no danger of an electrical fire starting.

The PERFECTED Whippet

is breaking sales records!



THE MOST VALUABLE CAR EVER OFFERED FOR SO LITTLE MONEY

	Low Prices	H.K.
SEDAN (4-door)		\$1,950
Touring		\$1,550
Roadster (with rumble seat)		\$1,720
Coupe		\$1,850
Cabriolet Coupe		\$1,850

Early 1928 Motor Salons show 86.4% gain in sales

Since our announcement of new low prices on the high-quality Overland Whippet our showrooms have been more than ever before a great centre of public interest. Prospective motor car buyers, already familiar with the proven performance records of the Whippet, are quick to recognize that the Whippet is the greatest motor car value ever offered for so little money. Everyone is interested in seeing this Perfected Whippet.

Local interest here is in keeping with the tremendous attention accorded the Whippet in other parts of the world. In the United States during the period of January-February Motor Salons more than 2,000,000 people crowded into salon displays and showrooms to examine the Whippet. Great numbers of them left orders for immediate delivery.

221,991 visitors were counted in

one week at one New York showroom in addition to the thousands who saw the Whippet at the salon display. And it is estimated that 100,000 more viewed the Willys-Overland exhibit at Chicago. Sales during the salon in these and other cities were 86.4% greater than at the same shows in 1927.

In the Perfected Whippet, added features of design, new items of equipment, enhanced beauty of line and colour, plus the radical price reductions raise the standard of light car value to a higher point than ever before.

Only Whippet Offers All These Features

Full Force-Feed Lubrication with drilled crankshaft	Exceptional Economy
Silent Timing Chain	Balloon Tyres and Snubbers
Petrol Tank at Rear	Adjustable Steering Post
LARGE 4-Wheel Brakes	Single Plate Clutch
Amazing Speed and Pick-up	Banjo Type Rear Axle
Generous Leg Room	Modern Hotchkiss Drive
	Longer Connecting Rods

We invite you to come in and see this modern, low-swinging, graceful, roomy car which has proven its remarkable speed, flexibility, hill-climbing ability, safety, comfort and unsurpassed economy in the hands of hundreds of thousands of owners.

Public Preference Has Swung to this Modern Light Car of Proven Superiority

The WHIPPET everywhere voted the leader in Beauty and Quality

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HONG KONG BANK BUILDING,

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WILLYS-OVERLAND FINE MOTOR CARS

Humber

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 9/20 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.

9/20 H.P. 2½ Seater with Dicky Seat	
9/20 H.P. 4-Seater Tourer	
9/20 H.P. 4-Seater Saloon	
14/40 H.P. 2½ Seater with Dicky Seat	
14/40 H.P. 5-Seater Tourer	
14/40 H.P. 5-Seater Saloon	
14/40 H.P. 1 Coupe with Dicky Seat	

9/20 H.P. 4-Seater Tourer.

Other Models of 20/25 H.P.

Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 3½ H.P. O.H.V. "Speed" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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Pres. Grant, Tues., May 22, 11 a.m.
Pres. Cleveland, Tues., June 5th
Pres. Pierce, Tues., June 19th
Pres. Taft, Tues., July 3rd

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The Short, Straight Route to America
Fortnightly sailings on Wednesdays
Pres. Jefferson, Wed., May 16, 8 a.m.
Pres. Lincoln, Tues., May 29th
Pres. Madison, Tues., June 12th
Pres. Jackson, Tues., June 26th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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Pres. Van Buren, Sun., June 3, 8 a.m.
Pres. Hayes, Sun., June 17, 8 a.m.

To Manila

Pres. Wilson, May 20th, 8 a.m.
Pres. Lincoln, May 22nd, 6 p.m.
Pres. Cleveland, May 26th, 6 p.m.

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The M.S. "MALAYA"

will be loading for PORT SAID, MARSEILLES, ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS
On or about 13th June.

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M.S. "Peru" ... 29th June	6th June	21st July
M.S. "Siam" ... 10th June	10th June	21st August
M.S. "Danmark" ... 16th July	16th July	

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Agents.

HONG KONG METEOROLOGICAL REGISTER.			
Hong Kong Observatory, May 16th.			
Previous On Date	At	On Date	At
Day	at 4 p.m.	Day	at 4 p.m.
Barometer ... 29.72	29.74	29.72	29.74
Thermometer ... 85	74	82	74
Humidity ... 78	96	84	96
Wind ... SW	Calm	W	
Direction ... SW	Calm	W	
Force ... 0.0	0.0	0.0	0.0
Weather ... 0.0	0.0	0.0	0.0
Rain ... 0.0	0.0	0.0	0.0
Highest open-air Temperature, 14th: 87			
Lowest open-air Temperature, 14th: 75			
B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.			

HONG KONG TIDE TABLE.			
From May 16th to 22nd, 1923.			
High Water		Low Water	
Day	Time	Day	Time
Wed. 16	11.11	Wed. 16	5.50
Thurs. 17	12.33	Thurs. 17	6.00
Fri. 18	1.58	Fri. 18	6.58
Sat. 19	3.24	Sat. 19	7.32
Sun. 20	4.50	Sun. 20	8.00
Mon. 21	6.00	Mon. 21	8.58
Tues. 22	7.11	Tues. 22	9.50

SPEED TRAPS IN ENGLAND.

POLICE CHIEFS SAY THEY ARE USELESS.

"CAREFUL DRIVER PUNISHED."

A Home paper publishes some comments by chief constables on the suggestion that the police should abandon the system now in vogue in many parts of Britain of trapping motorists for speed on safe roads, and immediately concentrate on bringing to book the reckless road user.

The careful driver is punished for exceeding the speed limit though the road may be clear and he may be driving with perfect safety, while more often than not the reckless driver goes free.

Patrols At Bends.

A Motoring Correspondent suggests that mobile police in cars should patrol the roads and take action in every case of driving to the common danger. They would keep observation on bends, etc., and if they saw a case of "cutting-in" they would prosecute.

Chief Constables' Views.

The following views were given to reporters:-

Mr. B. Holmes, chief constable of Leicestershire, "I have never used speed traps for I do not believe in them. A man may be driving on certain roads at well over the speed limit, and yet be no danger to anyone. On the other hand, in certain circumstances, he may be below the limit and yet driving dangerously."

Mr. W. R. Wilkie, chief constable of Gloucestershire, "The day of police traps has gone. Major C. V. Godfrey, chief constable of Salford, "We do not use traps for light motors. The 'driving to the public danger' section of the Motor-car Act is sufficient for them."

Detention To Fast Drivers.
Col. F. Brook, chief constable of Nottingham, "Speed traps are little if any use. Motor patrols would be a great deterrent as dangerous drivers would not know if they were being followed or not."

Capt. J. W. Moore, chief constable of Huddersfield, and president-elect of the Chief Constables' Association, "Speed traps are out of date. It is known that the police patrol was on the road if would act as a deterrent to high-speeders and to those thoughtless motorists who take the risks that are so often the cause of accidents."

Capt. A. C. Dawson, chief constable of Birkenhead, "Police officials in motor vehicles are much more effective than police traps."

Lieut.-Col. G. M. Omerod, chief constable for East Sussex, "What I am keen upon is that the special speed limits at dangerous places shall be properly observed."

SEVEN MILES A MINUTE.

TERRIFIC SPEED OF "ROCKET CAR."

GERMAN CLAIM.

Berlin, April 23th.

Further details are available to-night of Germany's new rocket speed car, which was publicly demonstrated before a number of German journalists yesterday at the Opel Motor Works racing track at Rueselsheim.

The chassis of the car is built on the lines of the ordinary racing motor-car, and it is stated that the car in one of the tests yesterday reached a speed of 43 miles an hour, or rather more than seven miles a minute.

It has no engine, but, instead, a square steel motor-box at the rear end. Twelve metal tubes protrude from this box like a battery of small cannons. Each of these "guns" is connected with a rocket, which, when it is lighted by electric power, spits forth gas and drives forward the car with an immense velocity.

Man-Made Comet.

Herr Volkhardt, one of Germany's crack racing drivers, was the first man to ride this comet of human construction. An eye-witness of yesterday's test described how the car shot forward with a roar, leaving a trail of flame behind it. "I just had time," he said, "to catch sight of a dark object tearing past me at a terrific speed. It was out of sight in a fraction of a second, lost in a cloud of dense smoke."

"There was a hulk for a moment as the first pair of rockets burst out, but the next two ignited, and the roar began again. The car could be seen in the distance speeding madly along as though fleeing from this hellish fury of flame and smoke behind it. Then a sudden stillness. The smoke lifted, while the car rode on."

"The test had lasted forty seconds—forty terrible seconds of harrowing torture for Herr Volkhardt."

SIR G. RYRIE ON EMPIRE TRADE.

DOMINION FIELD FOR BRITAIN.

NEGLECTED POSSIBILITIES.

Sir Granville Ryrie, the High Commissioner for Australia, has issued a statement to indicate the possibilities of Imperial commercial development. He points out that:

During an average year the Dominions and Colonies import from £830,000,000 to £900,000,000 worth of goods, about 70 per cent. of which are manufactures.

The total value of Great Britain's manufactured exports ranges from £550,000,000 to £600,000,000 a year.

If the whole of the goods exported from the Motherland could be adapted to the requirements of the other Empire countries and could be offered on conditions competitive with similar goods from elsewhere, something approaching an arithmetical balance might be achieved.

As yet Britain sells only about £300,000,000 within the Empire overseas.

"As surely as the Dominions must find a market overseas for their surplus primary products so surely must they take manufactured or luxury goods in exchange," Sir Granville adds. "But it is their wish, as tangibly expressed in their tariff policy, that as much as possible of such trade should be with the Motherland."

Sir William Crawford, of the Empire Marketing Board, has been making a special investigation of the uses of Britain commanding only 50 per cent. of the total import trade of the Empire. He said to a Daily Mail reporter:

The home manufacturers as a whole do not study the possibilities of the Empire markets with the necessary scientific knowledge of their needs, but the main reason is the wrong use they have made of the "Buy British Goods" slogan.

They have employed that slogan solely to develop a demand for their goods at their own doorstep, and appear to be satisfied with the limited results it has produced.

Not until they carry it overseas into the markets which the Empire has for so long been inviting and encouraging them to enter will Sir Granville Ryrie's conception be realised.

SWEET FACTORY ON FIRE.

MIDNIGHT BLAZE VISIBLE FOR 30 MILES.

Extensive damage was caused by a fire at Embscot Mills, Warwick, belonging to Messrs. George Nelson Dale & Co., Ltd., gelatine and gelatinous sweet manufacturers. Flames rose 60ft. in a roaring column from the centre of the town, and above them towered a great pillar of thick grey smoke which swept over the roofs of the houses beyond the town. The fire lit up the countryside for nearly 30 miles.

Fire-engines were rushed from Leamington to reinforce the Warwick brigade, but despite the frantic efforts of the firemen it was almost impossible to check the progress of the roaring flames. Special police had to be drafted to regulate the crowds of spectators. At midnight the buildings, which cover more than one acre and which are situated close to a canal, were still burning.

MISTRESS BOBS SERVANT.

ASSAULT SUMMONS DISMISSED.

A summons for assault against a mistress who bobbed her servant's hair was dismissed at Chertsey, Surrey.

Mrs. Edith May Haig, wife of Mr. Albert Mitchell Haig, of Bois Hall, Addlestone, Surrey, pleaded not guilty to assaulting Maud Elizabeth Goodyear, a 17-year-old house-parlourmaid in her employ, on March 18th.

The parlourmaid, in evidence, said that she suffered from headaches. She was in the morning room when Mrs. Haig asked her if her head was better and if she would have her hair cut. She said "No." Then Mrs. Haig said, "Come along, sit down in this chair and let me cut it off," but she refused.

Another servant present went downstairs, and when she (Goodyear) and Mrs. Haig were alone Mrs. Haig cut her hair off. It was done up in a "bun" at the back. Her hair was cut so much that she let Mrs. Haig finish it.

The parlourmaid came into the room and Mrs. Haig asked her to shave her neck. She replied, "No, I will not." She did not consent to have her hair cut.

Mrs. Haig, in evidence, said there had been a discussion whether bobbing would be any use to relieve headaches. The servant sat down and took her cap off. She (Mrs. Haig) did not go behind and cut her "bun" off. The servant let her hair down before she (Mrs. Haig) cut her hair off.

She shaved the servant's neck with a safety razor. The bench thought the act complained of was done with the consent of the servant.

ZOO'S MENU FOR A YEAR.

TWO TONS OF GRAPES.

521lb. OF DRIED FLIES.

Amid references to strange creatures, such as Bashful Treefrogs, and "Stink-pot Mud-terrapins," the annual report of the London Zoological Society reveals some fascinating little secrets of what has been happening behind the scenes at the Zoo.

There is, for instance, the reason why Clarence, the chimpanzee, died. He was the leading character in the chimpanzee's well-behaved "ape tea-party," but fell a victim to a combination of influenza and broncho-pneumonia such as is common in the north of England.

Oajah, the pygmy elephant, the report states, died from rickets in spite of treatment including ultra-violet rays, abundance of vitamins, and special surgical boots. His bones were so soft that they could be cut with a knife.

On the whole deaths from infectious diseases diminished by one-third as compared with a year ago.

In connection with the deaths of penguins, it is stated that these birds are not subject to infection in their native haunts, and therefore have no power of resistance when they reach civilisation.

Items on the Zoo's menu for 1927 include:

175,704 fresh bananas.
2 tons of grapes.
50 tons of herring and whiting.
10 tons of biscuita.
23,800 eggs.

521lbs. of dried flies.
The Zoo reports that the amount of litter left by visitors is markedly less than in previous years, in spite of the record attendance of 2,158,000 people.

THE OPEN ROAD.

NAVAL MEN'S 2,000 MILES IN A STOLEN CAR.

Two naval stokers, Thomas Henry Ashby (39) and George Lawrence (31), of H.M.S. Pembroke, Chatham, who were said to have had a 2,000 miles tour of England in a stolen motor-car, were remanded at Marylebone, charged with stealing the car, belonging to Edmund Gardner, of St. George's-square, Steventon Park.

Police Constable McKee said he saw the car in Hermit-place, Plaistow, and noticed that it had no excise licence. He asked Ashby for his leave pass. Ashby produced a piece of paper which was not a pass, and the policeman said he would arrest him for being a deceiver.

Ashby then said that they had been absent for a fortnight from barracks, and had been touring the country for the last ten days in the car, which they had stolen. When told that they would be arrested for stealing the car, Ashby said:

"I have done this to get my discharge from the Navy."

Lawrence agreed, and said that they had had enough of the Service.

AUSTRALIAN STRIKES.

STOPPING DEVELOPMENT OF TRADE.

MELBOURNE.
Mr. James Burns, managing director of Burns, Philp & Co., ship-owners, who has just returned from London, states that he found financiers there continued to be very sceptical concerning Australia's future owing to the frequency of labour troubles. For the same reason passenger tonnage under Australian articles is dwindling rapidly and shipowners are hesitating to build a steamer costing £500,000, which might immediately be held up by a strike or a quarrel between trade unions.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Steamer "ADRASTUS"

are hereby notified that the Cargo will be discharged into the Godowns, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Hall's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for counter-signature.

MILNEBURN & CO., Agents.
16th May, 1923. [6260]

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:-

From Hong Kong to SHANGHAI and Return H.K.	\$120.00
" " " " " " " " " " " "	165.00
" " " " " " " " " " " "	210.00
" " " " " " " " " " " "	235.00

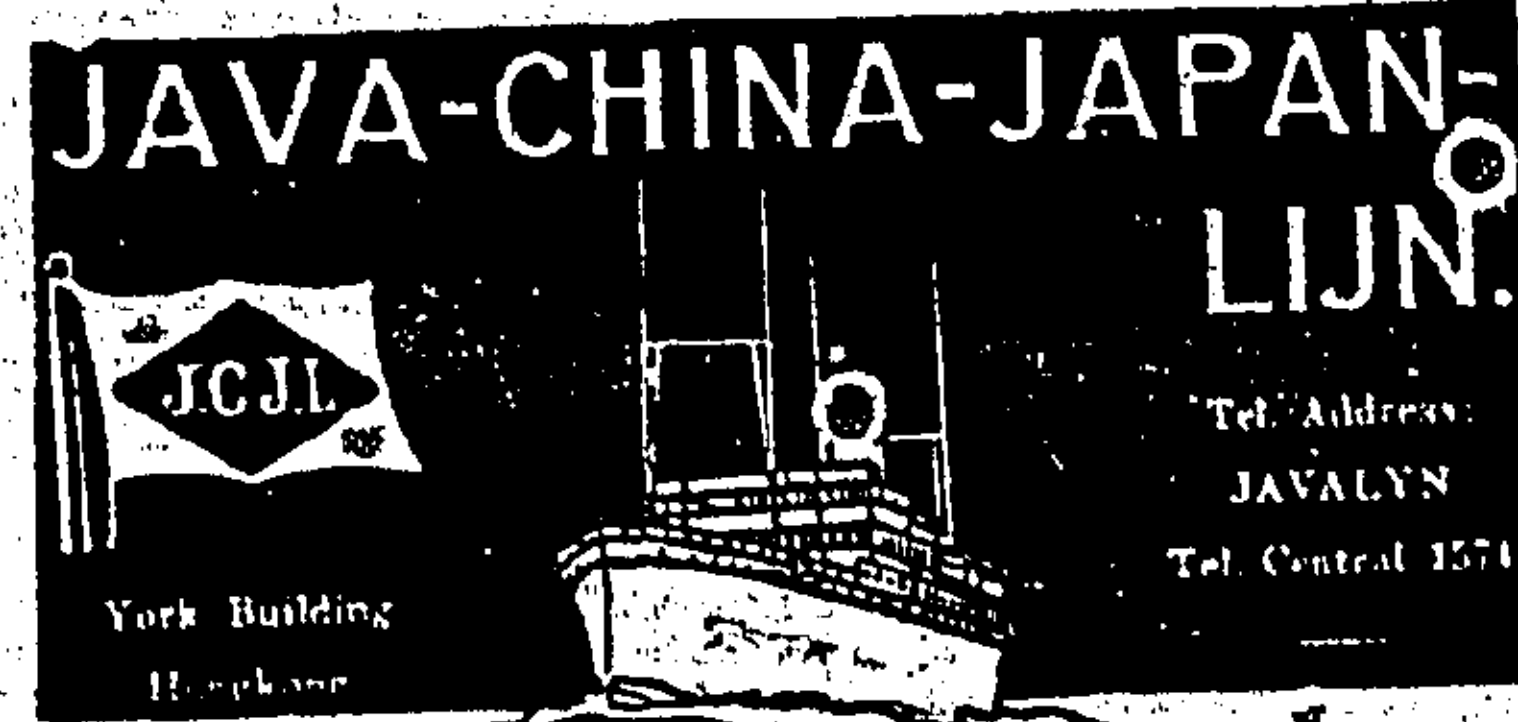
Validity of Tickets—3 Months.

Period of Issue—From 11th JUNE to 31st SEPTEMBER.

For Further Information Please Apply to

NIPPON YUSEN KAISHA,

Hong Kong. No. 8, CONNAUGHT ROAD CENTRAL. PHONE C. 292.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA & JAPAN.

STRAITS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROEBA	STRAIT, AMOT & KLING	1st May	16th May	BATAVIA
TJIMANOEK	JAVA, MACASSAR	21st May	23rd	AMOT & SHANGHAI
TJILIWONG	DALAT, AMOT	21st	23rd	BATAVIA
TJIKEMBANG	BATAVIA	24th	27th	AMOT & SHANGHAI
TJIANANS	JAVA, MANILA	27th	30th	SWATOW & SAIGON
TJISONDARI	STRAIT, KLING	28th	30th	BATAVIA
TJISALAK	JAVA, MACASSAR	4th June	6th June	AMOT & SHANGHAI
TJIBODAS	DALAT, AMOT	4th	6th	MACASSAR & ST. PAUL
TJIKARANG	BATAVIA	7th	10th	AMOT & SHANGHAI
TJIKEMBANG	STRAIT, KLING	11th	13th	BATAVIA
TJIMANOEK	DALAT, AMOT	18th	20th	BATAVIA
TJISAROEBA	JAVA, MACASSAR	18th	20th	AMOT & SHANGHAI

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "NOYARA"

ARRIVED HONG KONG ON 12th MAY, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery may be obtained as the Goods are landed.

Optional Goods will be landed here, unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DODD, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 1st June, 1923, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 12th May, 1923. [6250]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "TRAVE"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 15th of May, 1923, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DODD, at 10 a.m. on the 16th of May, 1923.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for counter-signature.

MILNEBURN & CO., Agents.
Hong Kong, 11th May, 1923. [6249]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBROUGH, ANTWERP, LONDON & STRAITS.

The Steamship "BENLEUCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Harbours and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m., by Messrs. GORDON & DODD.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 11th May, 1923. [6246]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAVANESE PRINCE" having arrived from the above Port on 10th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 17th instant, at 10 a.m.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	"YUNNAN"	On 16th May	6 a.m.
HONGKONG	"NANSHAN"	On 16th May	Noon
HONGKONG, PAKHOI & HAIKONG	"TEAN"	On 17th May	10 a.m.
SWATOW & SHANGHAI	"LINAN"	On 17th May	Noon
WUHAN, CHONG & TIENTSIN	"KUEICHOW"	On 18th May	4 p.m.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 19th May	6 a.m.
AMOI, SWATOW & SHANGHAI	"ANKING"	On 20th May	9 a.m.
SWATOW & SHANGHAI	"KALAN"	On 20th May	Noon
SWATOW, SHANGHAI, NEW GUANO & DAI	"KANGHOW"	On 20th May	Noon
AMOI, SWATOW & TIENTSIN	"SINKIANG"	On 21st May	6 p.m.
SHANGHAI & TIENTSIN	"HUPEH"	On 23rd May	6 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 24th May	Noon
SHANGHAI & TIENTSIN	"SZECHUEN"	On 25th May	6 a.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 27th May	Noon
SWATOW & SHANGHAI	"KWANGCHOW"	On 27th May	Noon
SWATOW, SHANGHAI, NEW GUANO & DAI	"YINGCHOW"	On 27th May	Noon
WUHAN, CHONG & TIENTSIN	"HUICHOW"	On 2nd June	4 p.m.
AMOI, SWATOW, SHANGHAI & BANGKOK	"KWEIYANG"	On 3rd June	6 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 3rd June	Noon

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**, Agents.
TELEPHONE: CENTRAL 36.
CARGO AND PASSENGER CAN BE ENTERED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
THROUGH BRISBANE TO ALL AUSTRALIAN PORTS AND TASMANIA (PORT EXCELLENCE) & MORE THAN 100 PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—18 DAYS.

VESSELS	Days from Hong Kong	Days from Sydney
TAIPING	18th May	18th May
CHANGTE	15th June	15th June
TAIPING	10th July	10th July
CHANGTE	7th August	7th August

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE**, Agents.
TELEPHONE: CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE

Joint Service of

"BLUE FUNNEL LINE"

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "ADELPHUS"	... Via Suez Canal	4th June
2. "CITY OF NEWCASTLE"	... Via Suez Canal	15th June
3. "HELENUS"	... Via Suez Canal	29th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—**BUTTERFIELD & SWIRE**, or **THE BANK LINE, LTD.**, HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE"	... 3rd June
M.V. "CHINESE PRINCE"	... 29th June

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building.



MAIL AND CARGO STEAMERS TO AND FROM

MARSEILLES, DUNKIRK, U.K., HAMBURG & ROTTERDAM.

From Marseilles

G. METZINGER	23rd May
SPHINX	5th June
ANGERS	19th June
PAUL LEONAT	3rd July

For Dunkirk, Antwerp, London

SI-KIANG (Cargo)	22nd May
SI-KIANG (Cargo)	19th June
SI-KIANG (Cargo)	3rd July
SI-KIANG (Cargo)	17th July

For Shanghai, Japan and North China

SI-KIANG (Cargo)	22nd May
SI-KIANG (Cargo)	19th June
SI-KIANG (Cargo)	3rd July
SI-KIANG (Cargo)	17th July

For full Particulars, apply to—**Cie. des MESSAGERIES MARITIMES**, Agents.
Telephone: C. 651 and 740.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

May 14th.

Altai Maru, Japanese str., 4,846 tons, Capt. R. Yamamoto, from Bremen and Singapore. The latter port she left on May 5th, with a general cargo, lying at buoy No. A6—O.S.K.
Nanchang, British str., 1,306 tons, Capt. R. Umpleby, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—R. & S.
Pheampick, British str., 1,063 tons, Capt. A. Hall, from Saigon, which port she left on May 10th, with rice and general cargo, lying at buoy No. A10—Wo Fat Shing.
Tai Poo Sch., French str., 1,219 tons, Capt. Paul Marnet, from Port Bayard, with a general cargo, lying at buoy No. C6—Shun Cheong S.S. Co.
Vulcanus, Dutch str., 707 tons, Capt. E. D. de Munick, from Foochow, with empty drums, lying at Taikoktui—A.P.C.
Wung Shik Kwong, Chinese str., 1,044 tons, Capt. N. Harrington, from Saigon, which port she left on May 10th, with a cargo of rice, lying at Stonecutters—Kwong Hang Hing.
Yung Fu, Chinese str., 1,240 tons, Capt. J. Kozaradsky, from Hoihow, with 2,000 tons of salt for Whampoa, lying at Stonecutters.

May 15th.

Clara Jensen, Danish str., 1,145 tons, Capt. J. Davidson, from Bangkok and Singapore. The latter port she left on May 8th, with a cargo of rice, lying at buoy No. C12—Jensen & Co.
Cremet, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on May 10th, with a general cargo, lying at buoy No. A5—J.C.C.L.
Empress of Asia, British str., 16,809 tons, Capt. A. J. Bailey, B.N.R., from Vancouver, via Japan ports and Shanghai. The first mentioned port she left on April 27th, with a cargo of general cargo, lying at Kowloon Wharf—C.F.R.
Hanoi, French str., 630 tons, Capt. L. Cruchet, from Port Bayard, with rice and coal, lying at buoy No. A30—M.M.
Kalgan, British str., 1,550 tons, Capt. D. H. Martin, from Swatow, with a general cargo, lying at buoy No. B11—B. & S.
Linan, British str., 1,388 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.
Patricius, British str., 6,910 tons, Capt. Geo. T. Clark, from Shanghai, which port she left on May 18th, with a general cargo, lying at Holt's Wharf—B. & S.
Saigon Maru, Japanese str., 2,767 tons, Capt. J. Moriawaki, from Raangoon, which port she left on May 1st, with a cargo of rice, lying at buoy No. B20—Y.K.K.

CLEARANCES.

May 15th.

Clara Jensen, for Swatow.
Daiyoku Maru, for Canton.
Hai Ning, for Swatow.
Kueichow, for Canton.
Yung Fu, for Whampoa.
Kwai Sang, for Swatow.
Linan, for Canton.
Ling Nam, for Singapore.
Lushan Maru, for Canton.
Patricius, for Singapore.
President Jefferson, for Shanghai.
Prominent, for Saigon.
Tai Poo Sch., for Kwong Chow Wan.
(Continued on next column).

PASSENGERS.

Arrivals.

The following passengers arrived on May 14th by the R.M.S. *Empress of Asia*, from Vancouver:—For Hong Kong: Mr. T. Steg-Nelsen, Mr. and Mrs. A. Cameron, Miss D. Bowley, Mr. W. H. Peters, Mr. J. Quait, Mr. P. T. Sumner, Mr. and Mrs. G. Bolius, Mr. N. Brandel, Mr. E. Horne, Mr. S. L. Horrobin, Mr. H. K. Hoeking, Mr. and Mrs. S. Howard, Mr. S. H. Hun, Mr. F. Kinderman, Mr. J. Kimo, Mr. Y. King, Mr. O. B. Morrison, Mrs. A. N. Reid, Mr. R. R. Roxburgh, Mr. D. Smith, Mr. J. N. Sipser, Mr. K. Watkinson, Mr. W. Webb, Mr. K. Bosch, Miss S. L. Hing, Mr. and Mrs. R. M. Milne, Miss A. Eng, Masters Quon and infant, Miss M. Pearson, Mr. E. Ashkar, Mr. C. C. Bell, Mr. L. Costa, Mr. and Mrs. E. Encarnacao, Miss L. Encarnacao, Miss A. Encarnacao, Mrs. M. A. Forster, Miss H. M. White, Miss K. H. O'Meara, Mr. J. Handle, Mrs. C. Round, Miss J. Remedios, Mr. R. A. Taylor, For Manila: Mr. I. F. Dee, Mr. J. E. Stevanat, Mr. D. Concepcion, Miss E. Feleciario, Mr. F. Feleciario, Mr. T. Feleciario, Mr. J. K. Brown, Mr. M. Allen, Mr. M. M. Read, Per. Andrade, Miss E. A. Anderson, Mrs. J. A. De Ludo, Mr. S. H. Fisher, Mr. O. O. Hanson, Mr. A. Mendoza, Mrs. H. Miller, Mrs. S. Novak, Mrs. B. Russell, Mrs. H. Steinmetz, Mrs. C. Sabater, Miss C. Sabater, Miss A. Sabater, Miss J. Sabater, Miss M. E. Brumitt, Dr. H. H. Steinmetz, Mr. W. F. Hagans, Master Wm. D. Hagans, Mrs. O. O. Hanson, Miss M. Hanson, Master R. Hanson, Master E. Hanson, Master K. Hanson, Miss F. Hanson, Mr. and Mrs. O. C. Witmer.

Departures.

The following passengers left Hong Kong on May 14th, per *Haruna Maru*, for Japan via Shanghai:—Baron and Baroness K. Matsui, Miss S. Matsui, Mr. D. F. Jones, Mr. K. Hayasaki, Mr. C. Yamada, Mr. Y. Sotuye, Mr. T. Wallace, Mr. and Mrs. K. Mori, Mr. and Mrs. Choshire, Mr. A. S. Abbott, Mr. Y. Katsura, Mr. W. O'Neil, Mr. H. Aoyama, Mr. S. M. Wallace, Dr. Ogawa, Mr. S. Arai, Mr. Albert Leng, Mrs. Katschinsky, Mr. R. Kuwahara, Miss I. Kuwahara, Master T. Kuwahara, Master A. Kuwahara, Miss E. Edwards, Baron and Baroness S. Matsuda, Miss E. M. Meyer, Dr. and Mrs. R. W. Stearns, Miss E. N. Shickel, Mr. S. A. Walla, Mr. C. M. Poulson, Mr. and Mrs. W. Laycock, Mr. I. Yau, Master A. Yau, Rev. E. O. Loeinstein, Dr. W. D. Lloyd, Mr. Albala, Mr. Mohamed Scherif, Mr. and Mrs. E. G. Belbin, Mr. I. Yamazaki, Mr. Y. Kihara, Mr. S. Sakai, Mr. J. Kihara, Mr. and Mrs. Namekata, Mr. A. Fuhrman, Mr. and Mrs. O. Winger, Mr. and Mrs. W. Smith, Mr. Jena Verdier, Mr. T. Ueda, Mr. Y. Ota, Mr. and Mrs. J. Cox, Mr. M. Muramoto, Mr. I. Murata, Mr. K. Kikaku, Mr. K. Yaguchi, Mr. and Mrs. K. Matsui, Master H. Matsui, Miss H. Matsui, Master T. Matsui, Mr. I. Abramovitch, Mr. J. Chawick, Mr. and Mrs. Y. Kurckake, Mr. Detleffen, Mr. G. G. Wallace, Mr. S. C. Tang, Mr. Usaki, Mr. T. Ito, Mr. Suzuki, Mr. S. Tsuru, Mr. K. Nakahara, Mr. S. Matsue, Mr. K. Matsuyama, Mr. and Mrs. M. Motomura, Miss T. Fukami, Miss F. Ohane, Dr. Wen Han Gew, Rev. Yoo Shin Leu, Mr. S. Higuchi, Mr. Iglehart, Mr. H. Saito, Mrs. Ho, Master Ho.

Taipei Maru, for Samarinda.
Tianora, for Muntok.
Yuan Sang, for Singapore.
Yunnan, for Shanghai.

DEATH OF CAPT. E. A. SHEPHERD.

FORMER SINGAPORE PILOT'S TRAGIC END.

We much regret, says the *Straits Times*, to report the death in tragic circumstances of Capt. Ernest Andrew Shepherd, aged 61, who retired from the Singapore Pilot Service in November last. Capt. Shepherd went home with the intention of settling there, but some weeks ago his relatives heard that he was coming out again, and he sailed from London on the N.Y.K. liner *Haruna Maru*. He disappeared while the vessel was on her way to Gibraltar, being last seen about midnight on April 10th, when another passenger stated that he saw Capt. Shepherd walking on deck. All possible steps were taken to find him, but no traces could be found, and it was evident that he had fallen overboard. Capt. Shepherd was a prominent and popular figure in Straits Maritime circles. He joined the Singapore Pilot Association seventeen years ago after being for five years in command of a steamer running between Singapore and Bangkok, and was thus well-known to all connected with the sea in this part of the world. He leaves a widow, who is residing in London; two sons, Mr. E. A. Shepherd, who is in Singapore, and Mr. D. A. Shepherd, who is in the London office of Paterson, Simons & Co.; and a daughter, Mrs. C. E. Collinge.

The R.M.S. *Empress of Russia* arrived at Kobe yesterday (Tuesday) at 12.30 p.m. and leaves that port at noon to-day. She is due at Yokohama to-morrow (Thursday) at 10 a.m.

Ming, Mrs. Low Lew Jin, Miss Te Li Chen.

The following passengers left Hong Kong on May 14th, per *Haruna Maru*, for Japan via Shanghai:—Baron and Baroness K. Matsui, Miss S. Matsui, Mr. D. F. Jones, Mr. K. Hayasaki, Mr. C. Yamada, Mr. Y. Sotuye, Mr. T. Wallace, Mr. and Mrs. K. Mori, Mr. and Mrs. Choshire, Mr. A. S. Abbott, Mr. Y. Katsura, Mr. W. O'Neil, Mr. H. Aoyama, Mr. S. M. Wallace, Dr. Ogawa, Mr. S. Arai, Mr. Albert Leng, Mrs. Katschinsky, Mr. R. Kuwahara, Miss I. Kuwahara, Master T. Kuwahara, Master A. Kuwahara, Miss E. Edwards, Baron and Baroness S. Matsuda, Miss E. M. Meyer, Dr. and Mrs. R. W. Stearns, Miss E. N. Shickel, Mr. S. A. Walla, Mr. C. M. Poulson, Mr. and Mrs. W. Laycock, Mr. I. Yau, Master A. Yau, Rev. E. O. Loeinstein, Dr. W. D. Lloyd, Mr. Albala, Mr. Mohamed Scherif, Mr. and Mrs. E. G. Belbin, Mr. I. Yamazaki, Mr. Y. Kihara, Mr. S. Sakai, Mr. J. Kihara, Mr. and Mrs. Namekata, Mr. A. Fuhrman, Mr. and Mrs. O. Winger, Mr. and Mrs. W. Smith, Mr. Jena Verdier, Mr. T. Ueda, Mr. Y. Ota, Mr. and Mrs. J. Cox, Mr. M. Muramoto, Mr. I. Murata, Mr. K. Kikaku, Mr. K. Yaguchi, Mr. and Mrs. K. Matsui, Master H. Matsui, Miss H. Matsui, Master T. Matsui, Mr. I. Abramovitch, Mr. J. Chawick, Mr. and Mrs. Y. Kurckake, Mr. Detleffen, Mr. G. G. Wallace, Mr. S. C. Tang, Mr. Usaki, Mr. T. Ito, Mr. Suzuki, Mr. S. Tsuru, Mr. K. Nakahara, Mr. S. Matsue, Mr. K. Matsuyama, Mr. and Mrs. M. Motomura, Miss T. Fukami, Miss F. Ohane, Dr. Wen Han Gew, Rev. Yoo Shin Leu, Mr. S. Higuchi, Mr. Iglehart, Mr. H. Saito, Mrs. Ho, Master Ho.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TRINGTAU via SWATOW & SHANGHAI	"HANGSANG" "FOOSHING" "CHAKANG" "YATSHING"	Sun., 20th May, at Noon Wed., 23rd May, at Noon Sun., 27th May, at Noon Wed., 30th May, at Noon
OSAKA via AMOI, SHAL MOU & KOBE	"RUTSANG"	Fri., 15th May, at Noon
CANTON	"FOOSHING"	Wed., 16th May, at 5 p.m.
STRAITS & CALCUTTA	"FOOSHANG" "HOSANG"	Tues., 22nd May, at 3 p.m. Tues., 29th May, at 3 p.m.
SANDAKAN	"HINSANG"	Tues., 29th May, at 3 p.m.
TIENTSIN	"YUSANG"	Tues., 29th May, at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENARA"	(via Oran)	23rd May
Steamship "GARNARVONSHIRE"	(via Oran)	15th June
Steamship "GLENBROOKSHIRE"	(via Oran)	13th July
Steamship "GLENSHANE"	(via Oran)	8th Aug.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENBROOKSHIRE"	...	23rd May
Steamship "GLENBROOKSHIRE"	...	15th June
Steamship "GLENBROOKSHIRE"	...	13th July
Steamship "GLENBROOKSHIRE"	...	8th Aug.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

TELEPHONE: CENTRAL No. 215.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:

Cabin class ... £80.

NEXT HOMEWARD SAILINGS:

Freight S.S. "Dessan"	... departure	4th June
Freight S.S. "Dessan"	... departure	19th June
Freight S.S. "SAABERUECKEN"	... departure	30th June
Freight S.S. "Dessan"	... departure	11th July
Freight S.S. "Dessan"	... departure	28th July
Freight S.S. "Dessan"	... departure	11th August
Freight S.S. "Dessan"	... departure	24th August
Freight S.S. "Dessan"	... departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight S.S. "Dessan"	... due here	20th May
Freight S.S. "Dessan"	... due here	4th June
Freight S.S. "SAABERUECKEN"	... due here	22nd June
Freight S.S. "Dessan"	... due here	2nd July
Freight S.S. "Dessan"	... due here	18th July
Freight S.S. "Dessan"	... due here	30th July
Freight S.S. "Dessan"	... due here	15th August

Passenger steamers sailing via Shanghai to North China Ports.

Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4557. 6, Queen's Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIYANG	Wednesday, the 16th May, at 12 Noon
HAINING	Wednesday, the 16th May, at 3 p.m.
HAIHONG	Friday, the 18th May, at 3 p.m.

† For Fuchow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Pagoda Anchorage) or return by the same steamer at the reduced rate of \$20.00 including meals while the steamer is in Port.

For Freight and Passage apply to—

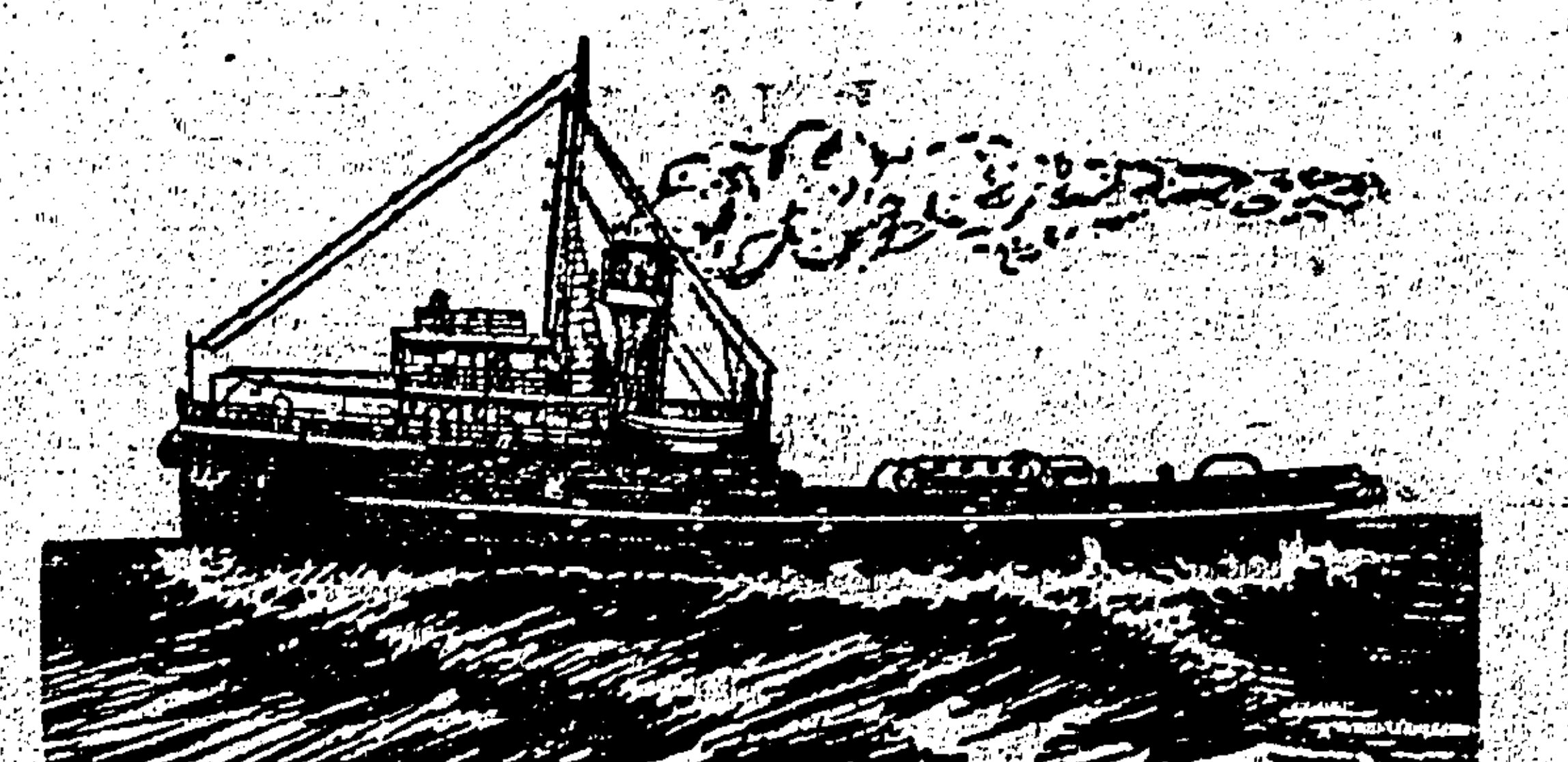
DOUGLAS LAFRAIR & CO.
General Managers.

Telephone: C. 4557.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



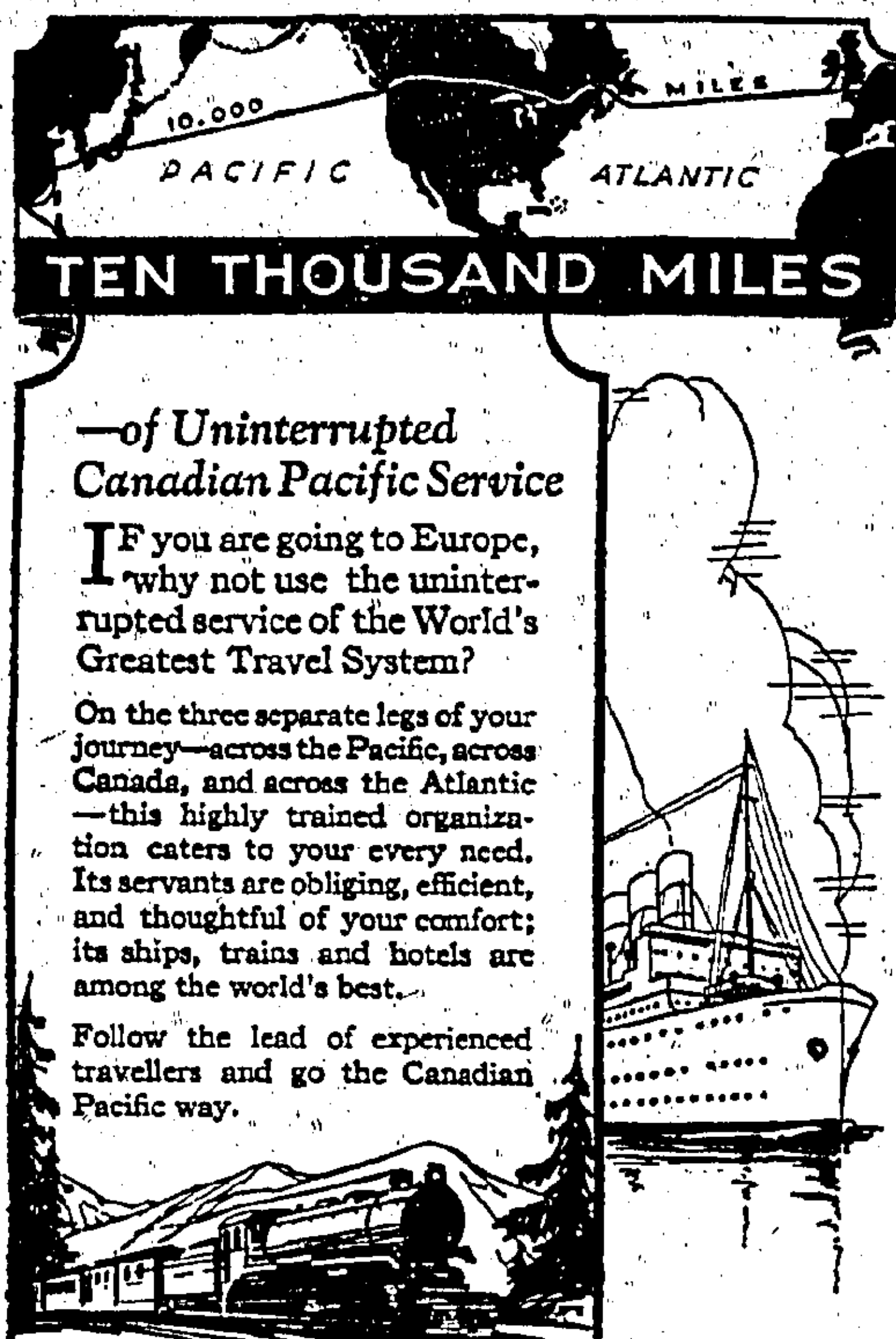
Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submerged and centrifugal pumps, air compressors, wireless, searchlight and a modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPEROR OF ASIA"
30th May, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$130, \$112, \$110, \$102, \$93, via SAN FRANCISCO,
\$440, \$420 via JAPAN, and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAYO MARU ... Tuesday, 29th May

TENYO MARU ... Tuesday, 12th June

LONDON via Singapore, Suez, Marseilles & Ports.

HAKOZAKI MARU ... Saturday, 19th May

HAKUSAN MARU ... Saturday, 2nd June

KITANO MARU ... Saturday, 16th June

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 23rd May

TANGO MARU ... Wednesday, 30th June

BOMBAY via Singapore, Penang & Colombo.

+ MOJI MARU ... Sunday, 27th May

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Thursday, 31st May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.

FUJI MARU ... Wednesday, 13th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

+ TOYOOKA MARU ... Wednesday, 23rd May

CALCUTTA via Singapore, Penang & Rangoon.

+ CHYLOU MARU ... Saturday, 19th May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th May

SHANGHAI, KOBE & YOKOHAMA.

+ MITO MARU (Calls Moji) ... Saturday, 19th May

+ GENOA MARU ... Sunday, 20th May

+ NAGANO MARU (Moji direct) ... Monday, 21st May

+ KAMO MARU ... Tuesday, 29th May

+ Cargo only.

Subject to alteration without notice.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 293 (Private exchanges to all Depts.).

KONINKLIJKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 10th May, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
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Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, QUEEN ROAD.

Shipping News Daily Statement, Waterfront News,
Vessels Expected, etc.YESTERDAY'S FREIGHT
RETURNS.

LOCAL IMPORTS NORMAL.

THROUGH FREIGHTS VERY
GOOD.

The general cargo returns for the
period ending at 9 a.m. yesterday
were very much the same as on the
previous day. Local imports were
normal, while the through cargo
carried by ten vessels was above
the average. There were nineteen
arrivals and twenty departures.
British vessels discharged a fair
amount of cargo for this port, and
carried through cargo of just over
2,000 tons.

Local imports totalled 14,208 tons,
and five British vessels contributed
3,647 tons. The two best carriers
were the s.s. *Corvallis* (French)
with 3,349 tons of rice from Saigon,
and the s.s. *Daifuku Maru* from
Samarinda with 3,000 tons of coal.
Through freights amounted to
27,111 tons, and three British ships
carried 2,024 tons. The Japanese
s.s. *Atsuta Maru* from Bremen and
Singapore carried 7,793 tons of
general cargo, and the s.s. *Goet-
tingen* (German) had 7,000 tons
from Hamburg and Tsingtau.

The arrivals and departures during
the period under review were as
follows:

	Arr.	Dep.
British	5	3
Japanese	3	4
Norwegian	0	2
Chinese	4	7
Danish	1	0
Dutch	2	1
French	3	0
German	1	0
American	0	1
Total	19	20

VESSELS EXPECTED.

Australian-Oriental Line.

Changle, June 8th.

Taiping, July 10th.

Bank Line.

City of Chester, May 27th.

City of Tokyo, June 9th.

City of Bedford, June 22nd.

City of Perth, July 7th.

City of Osaka, July 13th.

City of New Castle, June 15th.

City of Evansville, July 30th.

City of Winnipeg, August 4th.

City of Delhi, September 1st.

City of Glasgow, September 8th.

Blue Funnel Line.

Helenus, May 19th.

Orestes, May 20th.

Teucer, May 22nd.

Perseus, May 27th.

Menelaus, May 29th.

Pyrrhus, May 30th.

Hector, May 31st.

Rhesus, June 8th.

Mentor, June 10th.

Tyndarus, June 10th.

Dardanus, June 12th.

Antenor, June 13th.

Oenops, June 20th.

Diomed, June 20th.

Aeneas, June 27th.

Antilochus, June 28th.

Glaucois, June 29th.

Proteus, July 3rd.

Lycos, July 8th.

Philoctetes, July 8th.

Ningehor, July 16th.

Achilles, July 21st.

Telchibius, July 24th.

Theseus, July 25th.

Aeneas, July 30th.

Phemius, August 4th.

Bellerophon, August 6th.

Hesperus, August 22nd.

Sarpodon, August 23rd.

Machaon, September 19th.

British-India and Apcar Line.

Halipara, to-day.

Santia, to-morrow.

Taima, May 24th.

Takiwa, May 31st.

Tajawa, May 31st.

Takada, June 5th.

Talamba, June 15th.

East Asiatic Co., Copenhagen.

Peru, June 8th.

Siam, June 10th.

Danmark, July 16th.

Eastern and Australian Lines.

St. Albans, June 4th.

Arafura, July 9th.

Glen Line.

Pembroke, May 25th.

Gleniffer, June 9th.

Glenahane, June 29th.

Cardigan, July 9th.

Hamburg-Amerika Linie and

Hugo Stinnes Linie.

Yogtland, May 19th.

Ludendorff, May 26th.

Hindenburg, June 13th.

Albert Voegler, June 13th.

Rhein, June 24th.

Oldenburg, July 7th.

Java-China-Japan Lijn.

Tjiluwang, May 21st.

Tjimanok, May 21st.

Tjikembang, May 21st.

Tjipanas, May 27th.

Tjiondori, May 28th.

Tjibodas, June 4th.

Tjibadak, June 4th.

Tjikorang, June 7th.

Tjiorang, June 18th.

Messageries Maritimes.

Athos II, May 22nd.

St. Klara, May 22nd.

General Maitland, May 23rd.

Sphinx, June 5th.

Anger, June 19th.

Paul Lecat, July 3rd.

Nippon Yusen Kaisha.

Rakuyo Maru, to-morrow.

Ceylon Maru, May 18th.

Hakozaki Maru, May 18th.

Mishima Maru, May 22nd.

Tayo Maru, May 22nd.

Fuji Maru, May 24th.

Murooran Maru, May 26th.

Kamo Maru, May 26th.

Moji Maru, May 30th.

Hakusan Maru, June 1st.

Tenyo Maru, June 4th.

Mitsushima Maru, June 7th.

Fukusa Maru, June 8th.

Dakar Maru, June 10th.

Sado Maru, June 10th.

Anika Maru, June 10th.

Kisano Maru, June 15th.

Korea Maru, June 16th.

Tango Maru, June 19th.

Norddeutscher Lloyd, Bremen.

Pfalz, May 20th.

Saarbrücken, June 4th.

Ramstedt, June 30th.

Coblenz, July 2nd.

Ludwigshafen, July 18th.

Fulda, July 20th.

Oder, August 15th.

Peninsular and Oriental.

Lahore, May 18th.

Mirapore, May 20th.

Devanha, May 21st.

Kidderpore, May 22nd.

Rampura, May 24th.

Malua, May 28th.

Alipore, May 31st.

Jeypore, June 2nd.

Yankin, June 5th.

Khyber, June 7th.

Rawalpindi, June 9th.

Tellore, July 3rd.

Kashmir, July 13th.

Rajputana, July 13th.

Kashmir, August 2nd.

Walders, August 16th.

Morca, September 13th.

Karnala, September 27th.

Macedonia, October 12th.

Prince Line.

Japanese Prince, June 3rd.

Chinese Prince, June 29th.

Swedish East Asiatic Co., Ltd.

Franking, May 25th.

Agri, June 16th.

Delhi, June 17th.

DAILY WATERFRONT
NEWS.

[BY LONGSHOREMAN.]

The "Empress of Asia."

Arriving yesterday from Van-
couver and the North the C.P.S.
liner *Empress of Asia* had on board
80 cabin passengers, 88 third class
passengers for Hong Kong and 8
third class passengers for Manila.
There were 240 storage passengers
for Hong Kong and 7 for Manila.
Among the cabin passengers were
included 23 guards under a com-
missioned officer.

Mooring Alongside Vessels In Port.

Chan Kam Shing, master of a
cargo boat, appeared before Com-
mander J. B. Newill at the Marine
Court yesterday morning for moor-
ing his junk outside five others
alongside the s.s. *Daifuku Maru*
on the 14th instant. Sergt. Ryan
was in charge of the case, and the
defendant pleaded guilty. The
Magistrate imposed a fine of \$5
with the alternative of five days'
hard labour.

Atlantic Deck Passengers.

Asiatic deck passengers arriving
in the Colony during the 24 hours
ended at 9 a.m. yesterday numbered
1,701. The passengers were brought
to the Colony by seven vessels.

MERCHANT VESSELS IN
HARBOUR.

The following vessels were in port

yesterday at 9 a.m.:

British: *Haining, Phumpeah,**Linan, Yuen Sang, Clydebank,**Apoc, Kucichow, Ling Nam, New**Mathilde, Team, Hai Yang, Tai-**ping, Yunnan, Telemachus, Chin-**hua, Empress of Russia, Cheong**Ning, Borneo, Gorgipat, Sumatra,**Taioko, Kwai Sang.*American: *President Jefferson.*Norwegian: *Solviken, Dukai,**Prominent, Botnia, Proteus.*Portuguese: *Kong On, King On.*French: *Bourbon, Linchow,**Caravelle, Taipoosch, Hanco.*Japanese: *Saigon Maru, Daifuku**Maru, Taipei Maru, Amagatsu**Maru, Totomi Maru, Siberia Maru,**Koyo Maru.*Chinese: *Yung Fu, Wong Shek**Kung, Dewawong, Heng Chong,**Soon Ann, Derwent, Lee On, Hung**Chow, Lejo, Haimun, Ban Foo**Soon, Lee Cheong, Gen. H. Knox,**Man Sun.*Dutch: *Cremet, Tjitaroca,**Hermes, Jan, Otto, Hong Kong,**Hankow.*German: *Dorcy.*Danish: *Bintang, Clara Jeben.*

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kalyan*, from

Hong Kong, arrived at London on

May 14th at 7 a.m.

The P. & O. s.s. *Mirapore* left

Singapore for Hong Kong on the

14th inst. at 3 p.m., and is due

here on Sunday, the 20th inst. at

about 5 p.m.

The P. & O. s.s. *Devanha* left

Singapore for Hong Kong on the

15th inst. at noon, and is due here

on Monday, the 21st inst. at about

6 a.m.

The m.v. *Agra* (Swedish East

Asiatic Co., Ltd.), left Antwerp on

May 7th, and is due at Hong Kong

on or about June 16th.

The m.v. *Delhi* (Swedish East

Asiatic Co., Ltd.), left Hamburg on

May 13th, and is due at Hong Kong

on or about June 17th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF BOMBAY" ... Havre, London, Rotterdam, Hamburg & Hull ... 25th May

"CITY OF CARLISLE" ... Havre, London, Rotterdam, Hamburg & Hull ... 25th June

"CITY OF BEDFORD" ... Havre, London, Rotterdam & Hamburg ... 25th July

BOSTON, NEW YORK & BALTIMORE

"CITY OF NEWCASTLE" ... via Suez Canal ... 15th June

